

MAY 20 1965

LIBRARY
BOREAL INSTITUTE

ALASKA

AND THE ALASKA HIGHWAY



**AMERICAN
AUTOMOBILE
ASSOCIATION**

This book is published for the
exclusive use of members.

It is not for sale.

POLARPAM

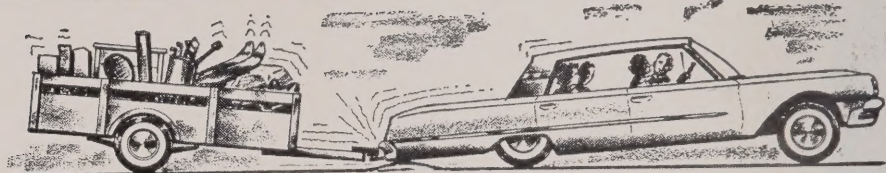
6249

PAM

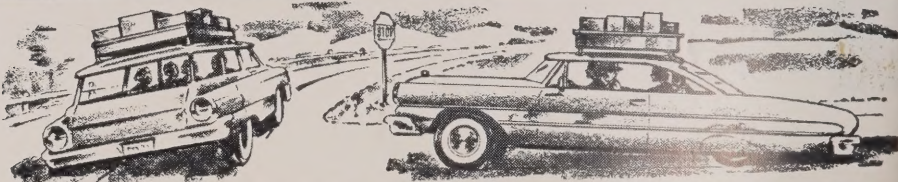
POLAR

ALASKA
6249

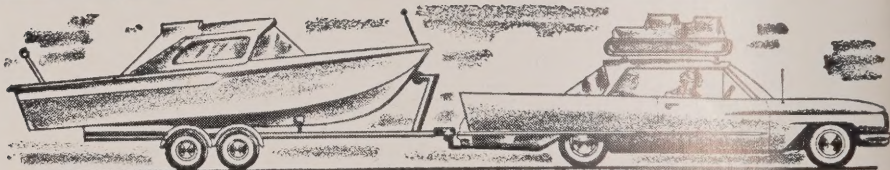
whatever you're carrying



wherever you're going...



stop rear-end drag with



COLUMBUS "LEVEL-RIDES"



licensed by deCarbon

LEVEL-RIDES GIVE YOU THE EXTRA SPRING SUPPORT TO LEVEL YOUR LOAD ON ANY ROAD!

Unless your family car is a truck, its rear springs just weren't designed to support the continuous torture of a heavy rear-end load... especially on a long trip. That's why you see so many vacation-bound cars with rear-end drag, backseat sag and highway swing.

Columbus Level-Ride Shock Absorbers are designed to pick up the load where your springs leave off. For a smoother, safer vacation, ask your service station attendant to install Columbus Level-Ride Shock Absorbers before you leave.

DRIVE SAFER • SMO-O-OTHER

COLUMBUS

level-ride

SOLD AT LEADING SERVICE STATIONS AND GARAGES

(209): 623.872 G1P1

ALASKA

and the

ALASKA

HIGHWAY

LIBRARY
BOZEMAN INSTITUTE

1962-63 EDITION



**AMERICAN AUTOMOBILE ASSOCIATION
WASHINGTON, D. C.**

SUBJECT INDEX

Accommodations on Alaska	Hunting	9,
Highway	Industries	
Agriculture	Insurance (car)	7,
Airline Service to Alaska	Money for Trip	5,
Border Crossing	Mosquitoes	6,
Cameras	Railroads to Alaska	
Camping	Season for Highway Travel	6, 8, 14,
Canadian Currency	Shipment of Cars	
Car Equipment and Service	Summer Travel	6, 7,
Car Ownership Proof	Steamship Service to Alaska	
Clothing	Telephone and Telegraph	15, 18-2
Customs Regulations	Tires	
Daylight Saving Time	Topography	4
Dogs	Trailers	9, 1
Driving Precautions	Weapons	
Fishing	Water Travel to Alaska	1
Gasoline	Winter Sports	4
Guns	Winter Travel	7, 8, 1

AUTO-TOURISTS!

TAKE LAKE MICHIGAN SHORT CUT

Milwaukee, Wis. — Muskegon, Mich.

Morning, Afternoon, Night Sailings

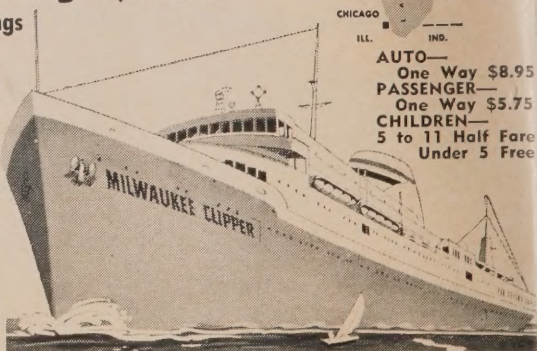
Save 240 miles of driving — combine a luxury sea voyage with your motor trip! Take the Clipper between Milwaukee and Muskegon — east or west. It's a welcome and thrilling change from the strain and hazards of highway driving.

Night sailings — gain a day — travel while you sleep.

Enjoy the Clipper's spacious decks — beautiful lounges — outside bedrooms with toilets — berths — supervised playroom for children — free feature movies — TV — dance orchestra (June 23rd to Sept. 3rd) — excellent food and refreshments at reasonable prices. Send for beautiful color brochure showing rates, schedules, etc.



AUTO—
One Way \$8.95
PASSENGER—
One Way \$5.75
CHILDREN—
5 to 11 Half Fare
Under 5 Free



WISCONSIN & MICHIGAN STEAMSHIP COMPANY
MILWAUKEE, WIS.—Municipal Passenger Pier, Dept. 3A-62
500 N. Harbor Drive—Tel. BRoadway 1-7905
MUSKEGON, MICH.—"The Mart"—Tel. PARkway 2-1148

S.S. MILWAUKEE

CLIPPER

MAY 20 1965

CONTENTS

	Page
TRAVEL TO ALASKA	5
For Those Who Are Driving	5
What to Expect on the Alaska Highway	6
Car Equipment and Service	6
Entering Canada	8
 Air and Water Travel To Alaska	 10
 Approach Routes To The Alaska Highway	 11
Seattle, Wash.—Cache Creek, B.C.	11
Wenatchee, Wash.—Cache Creek, B.C.	11
Cache Creek, B.C.—Dawson Creek, B.C.	11
Calgary, Alta.—Dawson Creek, B.C.	11
Map of Approach Routes	12-13
 THE ALASKA HIGHWAY	 14-15
Map of the Alaska Highway—Dawson Creek, B.C. to Tok, Alaska	16-17
Log of the Alaska Highway	18-28
 STRIP MAPS OF MAJOR ROUTES	 29-33
Logs of Other Principal Routes	34-42
Anchorage-Seward Highway	34
Denali Highway	34
Edgerton Highway	35
Elliott Highway	35
Glenn Highway	35-36
Haines Highway	36, 38
Map of Major Alaska Highways	37
Mayo-Klondike-Dawson Highways	38-39
Richardson Highway	39-40
Steese Highway	40-41
Sterling Highway	41-42
Taylor Highway	42
Upper Glenn Highway	42
 ALASKA—THE STATE	 43-48
Map of Alaska	46-47
Alaska—Cities and Towns, Points of Interest, Accommodations	49-64

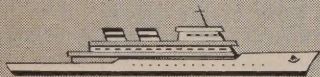
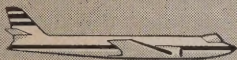
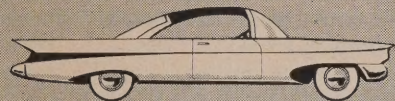
Population figures shown for cities and towns in Alaska are the result of the 1960 census as published by the U.S. Census Bureau.

TEMPERATURE AVERAGES

ALASKA AND THE ALASKA HIGHWAY

U.S. Figures From Records of the U.S. Weather Bureau

	JAN.		FEB.		MAR.		APR.		MAY		JUNE		JULY		AUG.		SEPT.		OCT.		NOV.		DEC.	
	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.	Av.	Max. Min.
ALASKA																								
Anchorage	20	6	27	10	34	16	44	27	55	36	63	45	65	49	64	47	56	40	43	29	29	16	20	7
Fairbanks	0	-19	8	-14	22	-5	40	18	58	35	70	49	71	51	65	46	53	36	35	20	11	-5	-1	-18
Gambell	9	1	8	-2	8	-2	22	12	34	26	43	35	49	41	49	42	44	38	35	29	26	20	12	4
Juneau	34	26	34	26	39	30	46	35	56	41	62	47	62	50	62	50	56	45	48	40	40	32	34	27
Ketchikan	39	28	41	29	44	31	50	35	57	40	63	46	65	47	66	51	61	46	52	41	45	35	40	31
Kotzebue	1	-14	3	-12	7	-10	22	5	36	23	49	37	59	49	56	46	46	36	30	21	13	2	3	-11
McGrath	1	-19	12	-11	21	-6	38	14	54	33	66	45	68	49	62	45	52	36	35	21	13	-3	1	-16
Nome	13	-2	14	-2	17	0	29	13	41	27	53	39	55	44	55	43	48	36	36	24	23	11	14	1
Northway	-9	-26	2	-21	22	-8	39	13	57	33	70	44	79	49	66	34	52	33	33	16	5	-10	-7	-23
CANADA																								
Fort St. John	13	-3	18	-1	33	15	47	28	61	40	68	46	72	50	70	47	60	39	47	32	27	14	15	0
Beatton River	11	-8	15	-4	30	8	42	21	57	35	65	42	69	45	67	43	59	37	45	25	23	7	11	-6
Fort Nelson	1	-15	9	-8	29	5	45	23	62	38	70	47	73	50	71	47	58	38	44	26	18	4	2	-11
Watson Lake	2	-17	11	-13	30	2	42	20	59	34	68	45	70	47	67	43	56	36	41	27	16	1	0	-16
Teslin	12	-5	14	-4	32	10	41	21	57	31	66	40	67	44	64	41	55	35	41	27	21	9	10	-4
Whitehorse	13	-3	16	-2	31	12	41	22	57	34	67	43	67	45	65	43	55	37	41	28	21	8	10	-4



TRAVEL TO ALASKA

STATEHOOD for Alaska became a reality in 1959, climaxing a contest for this status which began as early as 1916. The act of Congress establishing a 49th state not only accomplished the dream of a great many Alaskans, it focused the attention of travel-minded people on a relatively unexploited area of tourism. America's modern frontier offers the tourist awesome, often rugged beauty in a wide variety of scenery which includes snow-capped mountains, glaciers, ice-bound coast and agriculturally productive valleys; a fascinating history of Russian occupation and rich gold strikes and unusual customs inspired by Indians, Eskimos and "sour-doughs." The area abounds in unexcelled hunting and fishing opportunities for the sportsman.

For Those Who Are Driving

AN INCREASING number of visitors are expected in the new state. Although for many a trip to Alaska will mean travel by air or steamship (see page 10), this book is especially for those visitors who will drive to this vast new state on the Alaska Highway. This is not a trip for those who demand luxurious accommodations, exotic cuisine and four-lane, super highways. For most, these features are more than compensated for by the rewarding adventure in northland scenery that unfolds constantly along the highway.

The trip to Alaska, covering approximately 2,350 miles between the United States border and Fairbanks, requires a minimum of 8 days from Great Falls, Mont., or Seattle, Wash., to Fairbanks under normal road conditions. An estimated expense for two adults making a one-way, 8-day trip from the United States border to Fairbanks is \$235. This allows \$75 for lodgings, \$80 for meals and \$80 for gas and oil. It does not allow for emergencies or delays. The motorist's money will buy only what is available—extremely modest accommodations and plain food. Because of the great distances food and other items must be transported, prices are higher. Several of the major points of interest within Alaska are reached only by air, creating additional expenses if it is desired to visit these areas.

(Continued on Next Page)

6 TRAVEL TO ALASKA

FOR THOSE WHO ARE DRIVING *(Continued)*

Camping is popular along the highway and a number of public campgrounds have been established in the Yukon Territory and Alaska for the convenience of tourists with their own equipment, food and supplies. Many unmarked, natural campsites may be found along the highway. Some commercial establishments also operate camping areas.

Although the highway is kept open all year, the preferred travel season is from June through September. During this period temperatures range from 35 to 85 degrees, with warm days and cool evenings. Although casual sports clothes are usually worn enroute along the highway, light or medium weight street clothing is recommended for all cities. With modern fabrics, which may be washed and require little or no ironing, it is necessary to take fewer changes of clothing. In winter, heavy woolen clothing such as is worn in northern border states is necessary.

In summer clothes should be protected from dust. A plastic garment bag with a tight closure is most effective. Another essential item for summer travel is an insect repellent. Mosquitoes are often very annoying, particularly from June to mid-July. Insects are even more numerous should the motorist leave the road to explore into the brush.

Cameras and a sufficient supply of film to capture the magnificent scenery all along the route should not be forgotten. As the motorist approaches the Alaska Highway film becomes more expensive. A first aid kit and sun glasses are also helpful. Tourists may also wish to take cigarettes with them as American brands, when available, are somewhat more expensive in Canada.

WHAT TO EXPECT ON THE ALASKA HIGHWAY

Although paved in Alaska and for 80 miles from Mile 0 at Dawson Creek, most of the Alaska Highway is a two-lane road with a gravel base and a clay surface which stretches through sparsely settled regions. The combination of these factors creates certain conditions seldom encountered elsewhere in the United States and Canada.

Except in larger communities such as Dawson Creek, Fort St. John, Fort Nelson, Watson Lake, Whitehorse, Tok and Fairbanks, accommodations and service facilities are isolated. The basic facility on the highway is the lodge. Generally, connected with these modest accommodations are a cafe, gasoline service and, in many cases, repair services. These facilities are usually between 20 and 30 miles apart. The longest span without service facilities of this sort is about 65 miles, so the driver is never more than 33 miles from gas.

In summer, dry weather makes unpaved sections of the highway very dusty and flying gravel and mosquitoes add to the problem. A more complete description of Alaska Highway conditions and a more detailed account of the type of accommodations on the highway are found in the section of this book beginning on page 14.

CAR EQUIPMENT AND SERVICE

As for any trip of comparable length, automobiles should be in the best possible condition and all ordinary precautions should be taken. In addition to gas and oil, most service facilities make tire repairs and many sell tires and small parts. However, should a major part be needed, the garage may have to telephone one of the larger communities where those parts most

often needed are stocked. The part would then have to be sent by truck or bus, causing delay, or be flown in, at greater expense. Mechanics in many of the highway garages, because of the difficulty in securing replacement parts, have become ingenious at repairing old parts, and are often able to fix the damaged part well enough to enable the car to be driven to a larger settlement.

Standard Oil and Chevron credit cards are the only credit cards usable the entire length of the highway. Gulf cards are accepted by B/A, a Canadian affiliate found as far north as the Yukon-Alaska border. Texaco cards are good only for the first 528 miles of the highway. Gasoline prices vary with a noted increase as the center of the highway is approached. The highest price is about 68¢ per gallon, the lowest, 50¢. It must be remembered, however, that the imperial measure used in Canada is one-fifth larger than the corresponding United States measure. It is advisable to keep the tank at least a quarter full at all times.

Conventional tires, even the tubeless variety, are in general use on the highway. Tire repairs are available at reasonable intervals and most stations sell new, conventional-sized tires at standard prices. Unless a less common size is needed, only one spare should be needed. However, most residents of the area carry two spares. Unusually heavy cars or cars heavily laden with passengers and luggage should be equipped with six-ply tires. A spare inner tube will often facilitate repair work on tubeless tires. Residents of the area usually install tubes in tubeless tires because the gravel on the roads tends to dent the rims causing loss of air. It is also wise to reinforce the springs in the rear of cars which will carry extra heavy loads.

SUMMER DRIVING requires few special or unusual precautions. In the summertime, the motorist is advised to cover the gasoline tank with a piece of rubber matting as a protection against flying gravel. Clear, hard plastic guards, which can be purchased at any well-equipped garage in the area, will help protect headlights from rock breakage. Cardboard or plywood coverings should not be used since lights are often needed in dusty sections.

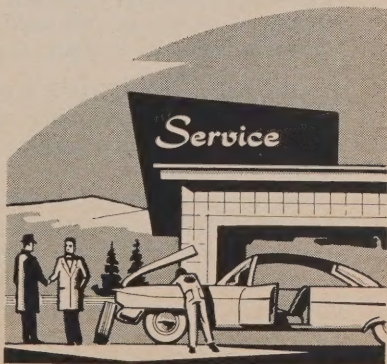
During dry weather, dust is quite heavy and rubber plugs should be fitted into brake drum openings to protect brake linings and shoes from abrasive dust wear. Windshield washers will help fight the dust.

It is almost impossible to prevent windshields from being chipped by flying gravel thrown up by other vehicles. Motorists should carry insurance which will cover this eventuality. Bug screens reduce the number of stones striking the windshield, keep out insects and protect the paint finish.

FOR WINTER DRIVING it is very important that automobiles be prepared for extreme cold weather operation. Freezing nights which are encountered in interior Alaska and the Canadian areas usually begin in September; snow and severe cold may be expected before the end of October. Vehicles must carry tire chains or be equipped with snow tires. Failure to use them when the road is posted for chains constitutes a traffic violation.

Those not experienced in subarctic winters should limit travel to temperatures above -20°F. Besides very heavy winter gear, the wise winter traveler should carry

(Continued on Next Page)



FOR THOSE WHO ARE DRIVING *(Continued)*

a down-filled, Arctic sleeping bag which gives good protection until help comes in case of breakdown, stall or accident. For the same reasons, it is advisable to carry a small amount of canned foods; however, Canadian Customs prohibits the duty-free entry of more than 2 days' supply of food per person. A means of starting a fire is essential in winter in case motor failure prevents heater operation. Extremely low temperatures will cause frostbite quickly unless a fire and warm clothing are immediately at hand.

Vehicles should be in good operating condition. They should be supplied with anti-freeze, shovel, tire chains, headbolt engine heaters to prevent freezing at night, defroster and radiator grill covers. Winterizing with special winter lubricants and oils is necessary. A fuel additive to prevent frost and ice in the fuel system is advised. Filling the gas tank at night will prevent condensation of moisture in the tank and possible freezing of the fuel pump and line.

The months of October, November and March are least desirable for travel due to icy roads. In April and May spring thaws usually create poor highway conditions. The highway is generally in good condition during December, January and February. Because the hardpacked snow provides smooth driving, many of the people accustomed to extreme cold-weather conditions prefer to travel during these months.

ENTERING CANADA

PASSPORTS are not required of United States citizens passing through Canada to Alaska, but they should have in their possession such personal papers as will establish their citizenship. Naturalized citizens should carry naturalization papers and U. S. resident aliens must have Alien Registration Receipt card. Motorists must fulfill the usual customs requirements.

MOTORISTS entering Canada from the United States or Alaska are required by Canadian Customs to have sufficient funds available for the completion of the journey, as well as for any emergencies. Specifically, Canadian Customs Officers request that travelers carry a minimum of \$250 for each vehicle and driver, plus \$100 for each additional passenger for a one way trip. Because of the limited banking facilities available along the highway, the total amount must be in cash or in travelers checks, most of which should be of small denomination.

Travellers' Vehicle Permits, issued at border crossing points, and Vehicle Registration Cards are necessary for Canadian travel.

Foreign exchange rates are such that the tourist should estimate the amount of money he will need for his stay in Canada and exchange, at a Canadian bank, U. S. funds for Canadian currency.

PROOF OF OWNERSHIP must be carried by the owner of each vehicle. Drivers of vehicles not their own must have written permission from the owner for use of the vehicle on the proposed trip as well as the car registration card.

For travel in Alberta or British Columbia, motorists should obtain from their insurance agents insurance cards (popularly termed "Pink Cards") showing proof of liability coverage. For travel in the Yukon Territory, motorists should carry their automobile liability insurance policy or other evidence of financial responsibility. Authorities in Alberta, British Columbia and Yukon Territory will impound vehicles involved in accidents if the motorist is unable to produce evidence of financial responsibility as specified above.

TRAILERS AND CABIN TRAILERS are permitted unless it is felt by the Customs officer at the port of entry that the vehicle used for tractive purposes is not equal to the task. House trailers of 16 to 30 feet long can be pulled by any standard automobile not lighter than the Ford-Chevrolet-Plymouth class. It is recommended that any trailer more than 30 feet long should be towed by a vehicle with a tonnage rating of at least three-quarters or higher. Trailers weighing over half a ton must be equipped with brakes. If motor vehicle-trailer combination is more than 60 feet long, 8 feet wide or 14 feet high, permits for Alaska Highway travel must be secured from Headquarters, Northwest Highway System, Whitehorse, Yukon Territory or from the Garrison Commander, Dawson Creek, British Columbia. Any questions on sufficient tractive power should be directed to the above addresses.

Household effects, tools of trade or any items or merchandise not ordinarily classifiable as normal baggage carried in passenger vehicles driven by the owners or in small personally-owned trailers, may be entered on a Tourist Permit. The Customs Officer may wish to know contents of trailer coaches. Visitors should prepare a general list of contents in triplicate.

DUTY FREE articles that may be brought into Canada are: personal belongings, sporting goods (up to 50 rounds of ammunition), up to 50 cigars, 200 cigarettes, 2 pounds of tobacco, 40 ounces of alcohol, cameras (up to six rolls of film per person) and a 300-mile supply of gasoline and oil. All articles above allowable quantities are subject to confiscation.

REVOLVERS, pistols or other prohibited weapons, if the personal property of persons traveling by highway to and from Alaska through Canada, may be entered without special firearm import permit under the following regulations: Such firearms must be placed in a separate container and sealed by Canadian Customs; the Customs Officer will remove the seal at the port of exit. If there is indication that it has been tampered with, the firearm will be seized.

Rifles, shotguns and fishing tackle may be entered without special permit. The visitor must provide Customs with a description of such equipment and serial numbers of guns. Such permission does not give the right to hunt, target shoot or fish. For regulations governing fishing and hunting, non-residents should contact the Game Department of the province or territory they expect to visit. Nonresident fishing licenses are \$7 in British Columbia and \$2 in the Yukon Territory and may be obtained from local game and police authorities. The following provincial regulations must be observed when rifles and shotguns are carried in transit or during closed seasons on game. In the Yukon Territory rifles and shotguns must be broken down or encased and remain stowed in the car at all times; no person shall have in or on a vehicle any firearm in which there is a live bullet or cartridge in either the magazine or firing chamber. Alberta requires they be stowed in the car.

DOGS must be accompanied by a certificate signed by a licensed veterinarian declaring that the dog has been vaccinated against rabies within the past 12 months; such certificate shall carry a reasonably complete description of the dog and date of vaccination.

DAYLIGHT SAVING TIME is observed in British Columbia from the last Sunday in April through the last Friday in October. Standard time is observed throughout the year in Alberta and the Yukon Territory.

SPECIAL REGULATIONS apply in some instances. It is recommended that in preparing for a trip over the Alaska Highway the motorist check with the Canadian Government Travel Bureau, Ottawa, Ont.

Air and Water Travel to Alaska

FOR THOSE who, for various reasons, do not wish to drive the Alaska Highway, air and water travel are available. Air service is established between Seattle and Ketchikan, Juneau, Anchorage, Fairbanks and Nome, with connections to nearly every community in the state. Air travelers may also depart from Canadian points via Whitehorse, Yukon Territory, or fly direct from Minneapolis, Minn., to Anchorage.

The major portion of travel by water is available as a part of conducted tours and cruises. The cruise season extends from late May or early June until early September. Three passenger steamship lines operate between Vancouver, B. C., and southeastern Alaska ports. One-way passage is rarely sold. Canadian Pacific and Canadian National Steamships both transport some automobiles for passengers between Vancouver, Ketchikan, Juneau and Skagway. Alaska ports visited have no direct connection to a major highway system. Car and passenger ferry operates between Juneau and Haines, mid-May to mid-November, providing access to the Alaska Highway via the Haines Highway. Cars are transported on the White Pass and Yukon Railway between Whitehorse and Skagway and shipped via scheduled freighter service between Skagway and Vancouver. Concurrent travel on one of the other lines is sometimes available for passengers. The Aleutian Mail Boat, *M/V Expansion*, has started service from Seattle to Seward and the Aleutian Islands. The boat carries 16 passengers and can carry a limited number of cars. Contact Capt. N. P. Thomsen, P.O. Box 537, Seward, for further information.

Cars may be shipped from Seattle, Wash., to many Alaskan ports via the freighter service of the Alaska Steamship Co. Alaska Northern Express, Inc., and the Coastwise Line offer weekly barge service between Seattle and Anchorage. For those desiring to ship their car by rail, the Canadian Pacific Railway and the Alaska Railroad operate a joint rail-barge service from Prince Rupert, B.C., to Seward. These companies carry no passengers. Travelers should request specific information from all lines concerning rates.

For the traveler in Alaska without an automobile, bus, train and air travel is readily available. Regular bus service is maintained on the main routes and bus tours are available during the summer season. The Alaska Railroad offers year-round freight and passenger service between the cities of Fairbanks and Anchorage and summer service for passengers between Seward and Whittier and to McKinley Park (freight service all year). Air travel is widely used in Alaska.



Cruise ships ply the "inside passage" from Vancouver to Alaska.

Approach Routes To the Alaska Highway

SEE MAP OF APPROACH ROUTES, PAGES 12 AND 13

THE AAA member's trip to Alaska will be tailored to his individual needs and specifications by a competent travel counselor in his local motor club. AAA travel counselors will provide maps and information about the best route from the member's home town. In this section of the book, a few of the more common approaches to Dawson Creek and Mile 0 of the Alaska Highway are described.

SEATTLE, WASH.—CACHE CREEK, B. C.

From Seattle to Cache Creek the approach route follows the Fraser Canyon Highway via U.S. 99 in Washington and Highway 1 in British Columbia. The route traverses a prosperous farming area to Hope, north of which it passes through the Fraser River Canyon near the top of the mile-high cliffs rising from the river's banks.

North of Spuzzum, the Fraser River swings in a long curve between jagged rock walls which turn the rushing current back upon itself in a jumble of foaming crisscrosses and boiling whirlpools.

There are special restrictions for the use of trailers on Highway 1 between Hope and Lytton. Car and trailer combinations must not exceed 40 feet in length, 8 feet in width and 12½ feet in height. This section may be bypassed by taking Highway 3 from Hope to Princeton, Highway 5 from Princeton to Merritt and Highway 8 to Spences Bridge on Highway 1.

North of Lytton, the road emerges from the Fraser Canyon to follow the Thompson River through very scenic country.

WENATCHEE, WASH.—CACHE CREEK, B. C.

This approach, designated U.S. 97 in Washington and Highway 97 in British Columbia, stretches northward through scenic mountainous country studded with beautiful lakes. North of Penticton, the road skirts Okanagan Lake, crossing it via toll bridge (50c).

Although Highway 97 provides the most direct route to the Alaska Highway, travelers with ample time may wish to take Highway 97A to Highway 1, traveling northeast through several of Canada's most beautiful and scenic parks. Tourists following this route, which includes the spec-

tacular new Rogers Pass section between Revelstoke and Golden (scheduled for completion in late 1962), may pick up another approach northeast of Jasper.

CACHE CREEK, B. C.—DAWSON CREEK, B. C.

Highway 97 is a good, paved road from Cache Creek to Prince George where the Hart Highway to the city of Dawson Creek begins.

Traversing scenic mountainous areas, the Hart Highway is open all year. However, in winter motorists should be prepared for snow and icy conditions. Pine Pass, elevation 3,060 feet, is the highest point reached along the Hart Highway. Almost half of the highway is gravel surfaced, necessitating particularly careful driving on curves where the gravel is not always packed.

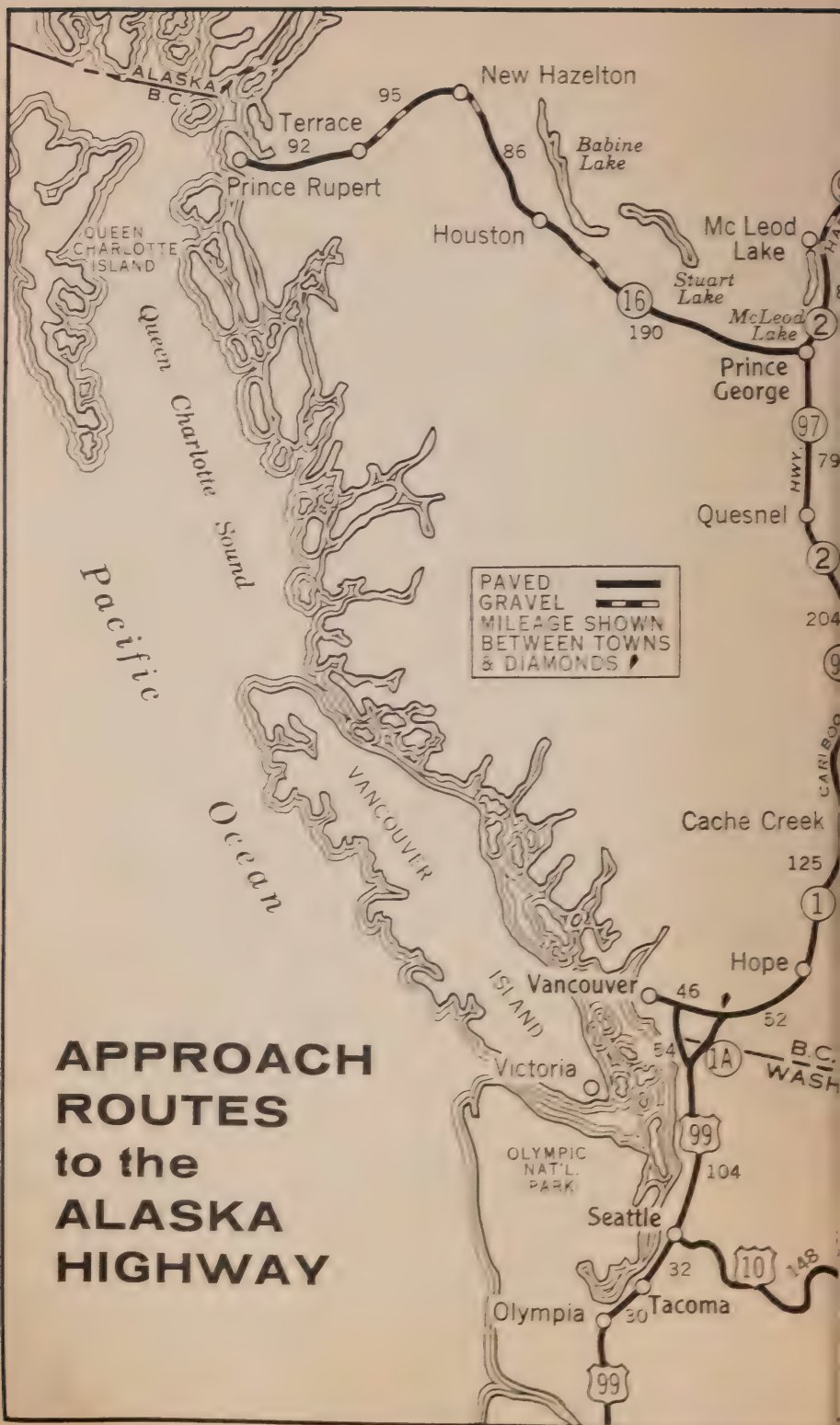
CALGARY, ALTA.—DAWSON CREEK, B. C.

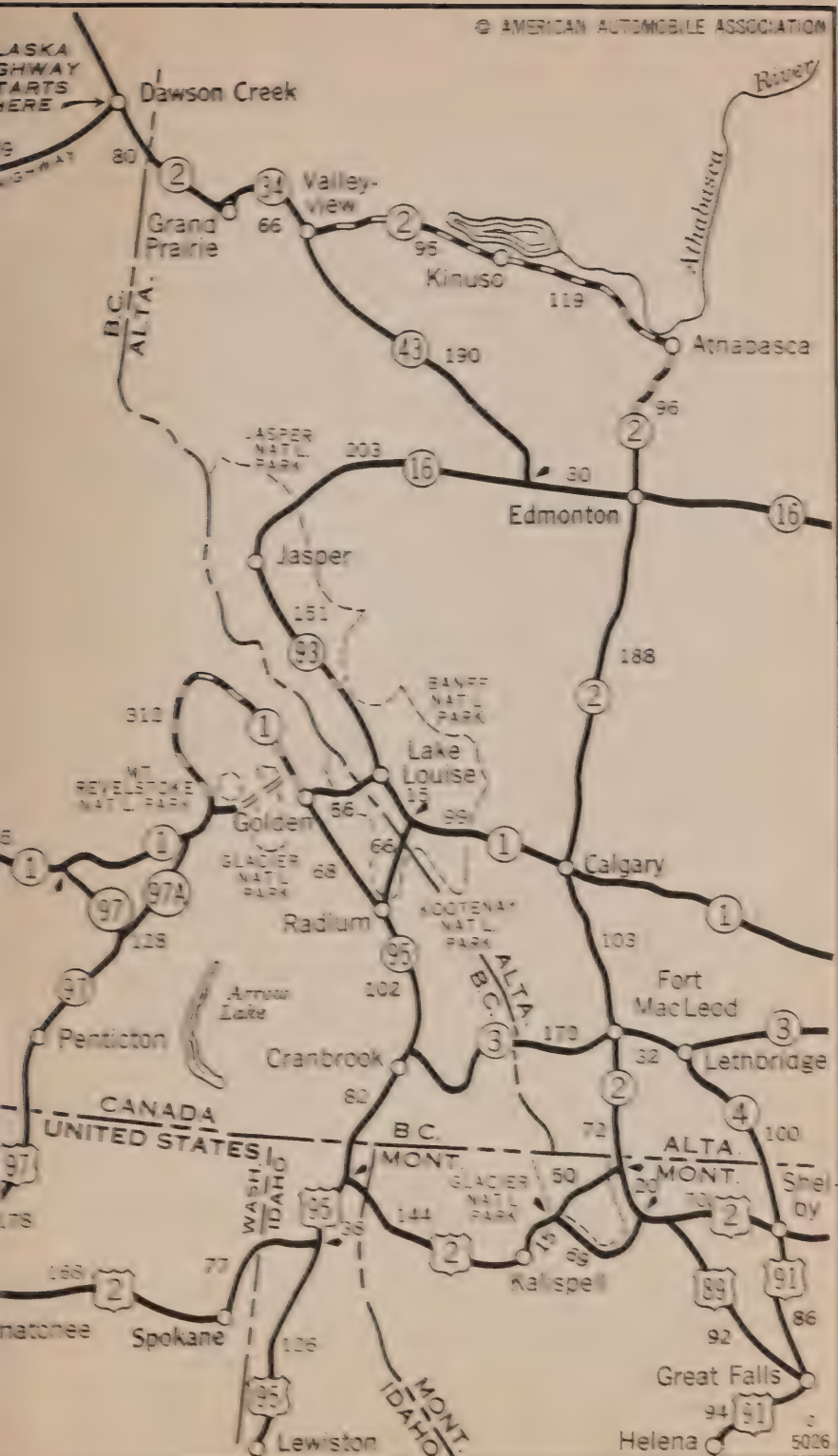
Several major routes offer access to Calgary from the mountains, hilly farmlands and prairies of Idaho, Montana, British Columbia and Alberta. For the most part these are paved two-lane roads, many offering the leisurely traveler easy access to several beautiful national parks in Canada and the United States.

Between Calgary and Edmonton, the shorter route (Highway 2) travels about 185 miles through rolling farmlands and forests. The longer route, 468 miles via Highways 1, 93 and 16, allows travelers to visit Banff and Jasper National Parks, both considered outstanding for scenery and recreational facilities.

The two routes join about 30 miles west of Edmonton at Highway 43, the major eastern approach to Dawson Creek. The approach route is designated Highway 2 and 34 between Valleyview, Alberta and Dawson Creek, B. C.

APPROACH ROUTES to the ALASKA HIGHWAY





The Alaska Highway

SEE MAPS OF ALASKA HIGHWAY, PAGES 16, 17, 30, 31 AND 32

SLASHING across a great wilderness of forests, muskeg, mountains and waterways, the Alaska Highway was rushed to swift completion during the Japanese occupation of the Aleutian Islands. A vanguard force of United States Army Engineers began bulldozing from north and south on March 9, 1942. They met at Contact Creek, Milepost 588, on September 23, 1942. Some two months later a small group officially opened a pilot road passable to Army jeeps and trucks. The following year a permanent all-weather road existed between Dawson Creek, British Columbia and Fairbanks, Alaska.

An epic of highway engineering, the Alcan Military Highway, as it was originally called, was built to connect airfields and other installations for supply purposes. The United States Army and the Public Roads Administration charted the route through country virtually unknown.

Construction camps along the way housed a maximum of about 14,000 men, together with a corps of doctors and nurses of the United States Public Health Service. Over a hundred rivers and streams were bridged.

Since April 1, 1946, when the Canadian portion of the road was turned over to Canada, the Alaska Highway has been regraded and widened until it ranks as one of the finest gravel highways anywhere. The highway was opened to unrestricted travel in 1947.

The highway cuts mainly through unsettled areas formerly inaccessible except by dog sled, by plane or by river routes in summer. Most of the country between the infrequent small settlements is wilderness, the settlements themselves often consisting of only a roadhouse or trading post. *The log beginning on page 18 lists all towns, settlements, recommended accommodations and services available on the highway.*

ACCOMMODATIONS along the Alaska Highway are not only few in number, but also very modest, particularly in the less populated areas. The basic facility along the highway is the lodge, usually run in connection with a cafe and service station. Although there is a trend toward modernization, the majority of establishments will do not offer accustomed luxuries such as radios and private baths. Establishments listed in detail by AAA have been inspected and found to be clean, although many have small rooms with a minimum of furniture. Electricity and water may be turned off any time between 11 p.m. and 7 a.m. in places generating their own power. Most lodges are frame or log with floorboard walls and several have an open transom for heating purposes.

Establishments listed are logged according to their location along the Alaska Highway (see pages 14-24). When possible, they have been listed under the nearest city, town or settlement.

CAMPING is popular with many tourists. Public camping areas have been established at intervals in the Yukon Territory and Alaska. Campers usually will find water, fireplaces, sanitary facilities and a supply of wood, which they should replenish from the dead, broken timber in the area. Fire precautions should be rigidly observed as forest fires have ravaged this area.

Although no public campgrounds have been established on the British Columbia section of the Alaska Highway, some private enterprises offer camping facilities.

COMMUNICATIONS are included in Canada in the Northwest Communication System of the Canadian government and in Alaska a project in the Alaska Communication System under the jurisdiction of the U. S. Army Signal Corps. These agencies maintain systems from which calls can be made or intercept sent. Some bridges also have telephones.

HIKWAY CONDITIONS are dependent on the weather. Because the Alaska Highway is a well engineered, well maintained two-lane road, although paved in Alaska, most of the highway has a gravel base and the surface.

During summer and early fall months, the lack of moisture is a problem. In some areas traffic causes the dirt surface to get up in ruge about 1/2 inch, causing the gravel base beneath. Fortunately, traffic is not very heavy. Winter comes comes relatively particularly bad most early and gradual. Frequently caused on the surface. When it is extremely dry, perfect maintenance is impossible and impossible, during winter, roads. There are surprisingly few potholes in wintered sections. A speed of 30 miles an hour can be maintained over most of the highway during normal conditions.

Weather is the highway's problem in spring and early summer. Rising snow melts the river and streams, sometimes causing temporary overflows. Winter comes comes immediately upon snow. Traffic is halted a large on other side of the winter is constant and wet a slower pace activity. Traffic again is completed in a few hours, eventually, but not require a day. These conditions usually are not met after early June.

Although many accidents in the north winter prefer to drive in the dark rather than the average winter about not attempt to try to travel in winter. Few are accidents in the all-time conditions the road.

ROADSIDEWORKS surface below are included in the summer and early of wintered driving on the Alaska Highway.

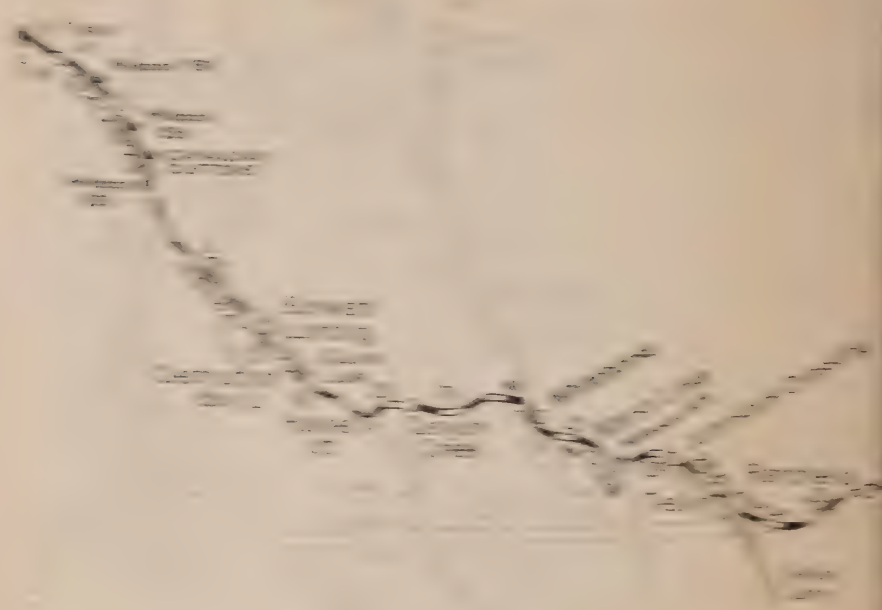
It is known a attempt to drive more than 30 miles a day. That and that continue to make winter very poor. In addition to the winter conditions, often all up early and more gas stations than in the country. Drivers should rather good and they are not in the gravel surface. Staying near the gravel and surface were and that should be avoided.

Signs on the highway should indicate hazards that is known or not should be quickly observed. Around the road is over the hill, then may be lower ground or another car coming, a warning about a dead-end road.

Although the summer does not be considered complete, there are a few precautions that are best. Roadside work are recommended the driver, use of windows. If possible, driver use the air flow in air, if a high is not in the country on the road or setting of high speed. This is because the air pressure under the car and pressure has that coming. When another car approaches, ground about, turn on light, look well to the right of the road and turn off the air flow and use of the air flow.

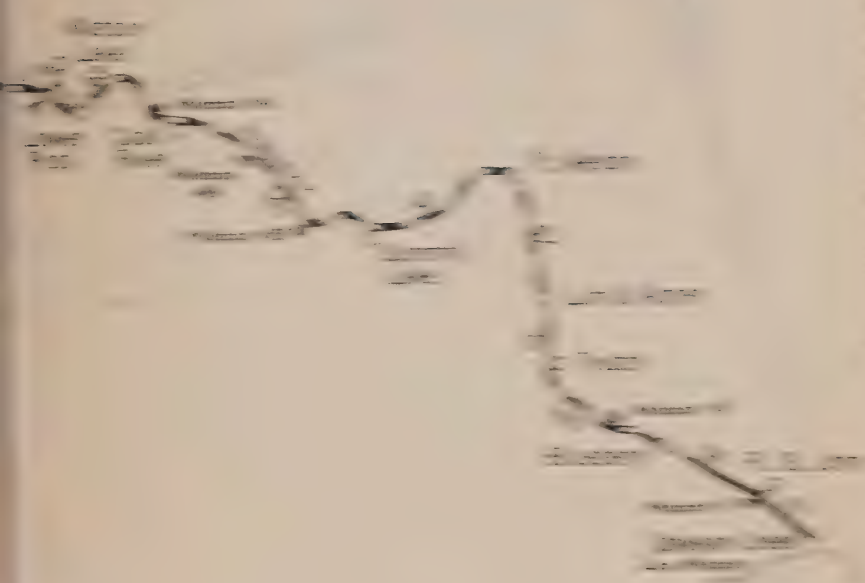
When wintered vehicles are encountered, the driver should use a measure about which will allow the car to pass across the top of the ridge. This should be taken at an angle to the road. The driver should be prepared for a bad and winter by turning the wheel to the direction the truck wheels are steering.

In poor conditions and winter months, if the height of snowdrift is high and high, air windows should be kept closed, leave the windows open, and driver should be forced to quickly to prevent what getting it is out of the car. Driver repeat is a "trust."



THE ALASKA HIGHWAY

FROM DUNSMUIR CREEK, B.C.
TO TOK, ALASKA



Log of the Alaska Highway

Figure 1

1900 1901 1902 1903 1904 1905 1906 1907 1908 1909 1910 1911 1912 1913 1914 1915 1916 1917 1918 1919 1920 1921 1922 1923 1924 1925 1926 1927 1928 1929 1930 1931 1932 1933 1934 1935 1936 1937 1938 1939 1940 1941 1942 1943 1944 1945 1946 1947 1948 1949 1950 1951 1952 1953 1954 1955 1956 1957 1958 1959 1960 1961 1962 1963 1964 1965 1966 1967 1968 1969 1970 1971 1972 1973 1974 1975 1976 1977 1978 1979 1980 1981 1982 1983 1984 1985 1986 1987 1988 1989 1990 1991 1992 1993 1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020 2021 2022 2023 2024 2025 2026 2027 2028 2029 2030 2031 2032 2033 2034 2035 2036 2037 2038 2039 2040 2041 2042 2043 2044 2045 2046 2047 2048 2049 2050 2051 2052 2053 2054 2055 2056 2057 2058 2059 2060 2061 2062 2063 2064 2065 2066 2067 2068 2069 2070 2071 2072 2073 2074 2075 2076 2077 2078 2079 2080 2081 2082 2083 2084 2085 2086 2087 2088 2089 2090 2091 2092 2093 2094 2095 2096 2097 2098 2099 2100 2101 2102 2103 2104 2105 2106 2107 2108 2109 2110 2111 2112 2113 2114 2115 2116 2117 2118 2119 2120 2121 2122 2123 2124 2125 2126 2127 2128 2129 2130 2131 2132 2133 2134 2135 2136 2137 2138 2139 2140 2141 2142 2143 2144 2145 2146 2147 2148 2149 2150 2151 2152 2153 2154 2155 2156 2157 2158 2159 2160 2161 2162 2163 2164 2165 2166 2167 2168 2169 2170 2171 2172 2173 2174 2175 2176 2177 2178 2179 2180 2181 2182 2183 2184 2185 2186 2187 2188 2189 2190 2191 2192 2193 2194 2195 2196 2197 2198 2199 2200 2201 2202 2203 2204 2205 2206 2207 2208 2209 2210 2211 2212 2213 2214 2215 2216 2217 2218 2219 2220 2221 2222 2223 2224 2225 2226 2227 2228 2229 2230 2231 2232 2233 2234 2235 2236 2237 2238 2239 2240 2241 2242 2243 2244 2245 2246 2247 2248 2249 2250 2251 2252 2253 2254 2255 2256 2257 2258 2259 2260 2261 2262 2263 2264 2265 2266 2267 2268 2269 2270 2271 2272 2273 2274 2275 2276 2277 2278 2279 2280 2281 2282 2283 2284 2285 2286 2287 2288 2289 2290 2291 2292 2293 2294 2295 2296 2297 2298 2299 2300 2301 2302 2303 2304 2305 2306 2307 2308 2309 2310 2311 2312 2313 2314 2315 2316 2317 2318 2319 2320 2321 2322 2323 2324 2325 2326 2327 2328 2329 2330 2331 2332 2333 2334 2335 2336 2337 2338 2339 2340 2341 2342 2343 2344 2345 2346 2347 2348 2349 2350 2351 2352 2353 2354 2355 2356 2357 2358 2359 2360 2361 2362 2363 2364 2365 2366 2367 2368 2369 2370 2371 2372 2373 2374 2375 2376 2377 2378 2379 2380 2381 2382 2383 2384 2385 2386 2387 2388 2389 2390 2391 2392 2393 2394 2395 2396 2397 2398 2399 2400 2401 2402 2403 2404 2405 2406 2407 2408 2409 2410 2411 2412 2413 2414 2415 2416 2417 2418 2419 2420 2421 2422 2423 2424 2425 2426 2427 2428 2429 2430 2431 2432 2433 2434 2435 2436 2437 2438 2439 2440 2441 2442 2443 2444 2445 2446 2447 2448 2449 2450 2451 2452 2453 2454 2455 2456 2457 2458 2459 2460 2461 2462 2463 2464 2465 2466 2467 2468 2469 2470 2471 2472 2473 2474 2475 2476 2477 2478 2479 2480 2481 2482 2483 2484 2485 2486 2487 2488 2489 2490 2491 2492 2493 2494 2495 2496 2497 2498 2499 2500 2501 2502 2503 2504 2505 2506 2507 2508 2509 2510 2511 2512 2513 2514 2515 2516 2517 2518 2519 2520 2521 2522 2523 2524 2525 2526 2527 2528 2529 2530 2531 2532 2533 2534 2535 2536 2537 2538 2539 2540 2541 2542 2543 2544 2545 2546 2547 2548 2549 2550 2551 2552 2553 2554 2555 2556 2557 2558 2559 2560 2561 2562 2563 2564 2565 2566 2567 2568 2569 2570 2571 2572 2573 2574 2575 2576 2577 2578 2579 2580 2581 2582 2583 2584 2585 2586 2587 2588 2589 2590 2591 2592 2593 2594 2595 2596 2597 2598 2599 2600 2601 2602 2603 2604 2605 2606 2607 2608 2609 2610 2611 2612 2613 2614 2615 2616 2617 2618 2619 2620 2621 2622 2623 2624 2625 2626 2627 2628 2629 2630 2631 2632 2633 2634 2635 2636 2637 2638 2639 2640 2641 2642 2643 2644 2645 2646 2647 2648 2649 2650 2651 2652 2653 2654 2655 2656 2657 2658 2659 2660 2661 2662 2663 2664 2665 2666 2667 2668 2669 2670 2671 2672 2673 2674 2675 2676 2677 2678 2679 2680 2681 2682 2683 2684 2685 2686 2687 2688 2689 2690 2691 2692 2693 2694 2695 2696 2697 2698 2699 2700 2701 2702 2703 2704 2705 2706 2707 2708 2709 2710 2711 2712 2713 2714 2715 2716 2717 2718

Starting at Dawson Creek the Alaskan Highway extends north 1,200 miles in Canada and 300 miles in Alaska. The first 60 miles of the highway cross some of the most fertile and beautiful farmland in the Peace River Valley.

Lafayette is a result of the construction of the Alaska and Yukon Highway. Over the Coast has grown from a settlement of about 300 residents in 1942 to its present size, with 1,700 of the Alaska Highway is a by-product of the Yukon-Territorial part of the first and subsequent highways of the Western United States. Over Eastern Railway and also in Vancouver.

THE NEW YORK PUBLIC LIBRARY
ASTOR LENOX TILDEN FOUNDATION
455 FIFTH AVENUE, NEW YORK 17, N.Y.

It is further noted in submitting herewith that the above named person has been employed by the Bureau of the Census since 1940 and has been assigned to the Statistical Section, Division of the Census, since 1942.

Letter Longs. Wrote to wife about on Nov. 1 of 1860 and Longs was 28 years 20 days. Longs' wife was about 24 or 25. A year later died. Her parents administered to her well. She was very intelligent. He and several of his continental friends, however, did not believe that she was intelligent when they allowed Frank Sterling to marry her.

[illegible]

FILE 72

100

1998

五

in traffic in January, 1961, was 100,000.

四三二一

[illegible]

Concluded on the basis of the Peace Act of 1947, the United States is now in a position to make a new start in the world. The United States is the only nation in the world that is not a member of the United Nations. The United States is the only nation in the world that is not a member of the United Nations. The United States is the only nation in the world that is not a member of the United Nations.

© 2000 Blackwell Science Ltd, *Journal of Internal Medicine* 247: 105–112

一、二、三、四、五、六、七、八、九、十、十一、十二、十三、十四、十五、十六、十七、十八、十九、二十、二十一、二十二、二十三、二十四、二十五、二十六、二十七、二十八、二十九、三十、三十一、三十二、三十三、三十四、三十五、三十六、三十七、三十八、三十九、四十、四十一、四十二、四十三、四十四、四十五、四十六、四十七、四十八、四十九、五十、五十一、五十二、五十三、五十四、五十五、五十六、五十七、五十八、五十九、六十、六十一、六十二、六十三、六十四、六十五、六十六、六十七、六十八、六十九、七十、七十一、七十二、七十三、七十四、七十五、七十六、七十七、七十八、七十九、八十、八十一、八十二、八十三、八十四、八十五、八十六、八十七、八十八、八十九、九十、九十一、九十二、九十三、九十四、九十五、九十六、九十七、九十八、九十九、一百。

There are estimates which indicate that the rate of growth of the economy is expanding faster than the rate of growth of the population. Industrial growth is increasing with the promising results of the demographic and drilling exploration for oil and oil. There are also estimates in evidence of the rate of growth of the economy.

Big game hunting is well as late and season hunting are available in the country. There are many more sports facilities for people, sailing, swimming, fishing, boating and water-skiing. The Downey Creek Fall Fair usually runs in mid-August, features RODEOING, western rodeo events and musical singing.

Reflected in the The image reflects a
positive that changed during the 1960s
in 1967

pipeline. With an initial capacity of more than 400 million cubic feet of natural gas a day, the pipeline extends to the international boundary near Vancouver, it provides fuel for large sections of British Columbia and the western United States.

MILE 171

MASON CREEK, B.C.

Beyond Mason Creek and a few miles south of Trutch, Trutch Mountain Summit (4,134 ft.) is crossed. There are panoramic views of the Northern Rockies.

Gasoline, minor repairs, accommodations, store and cafe are available.

MILE 200, TRUTCH, B.C.

Gasoline, general repairs, accommodations, cafe, hunting and guide service and telephone are the facilities available here.

MILE 233, LUM AND ABNER, B.C.

Gasoline, minor repair services, cafe, accommodations, store and telephone.

MILE 295

Gasoline, general repairs, cafe, accommodations.

MILE 297

Before the highway reaches Fort Nelson, it crosses the Muskeg River on a 970-foot steel bridge, the lowest point on the Alaska Highway (elevation 1,000 ft.).

MILE 300

FORT NELSON, B.C.

The highway passes through Fort Nelson, which is a growing settlement named for an early Hudson's Bay Company trading post. Beyond Fort Nelson the road traverses a section of the Muskeg River area and enters the Canadian Rockies.

Gasoline, general repairs, cafes, stores, post office, telephone and telegraph.

Axonlee Hotel, corner on Alaska Highway at Milepost 300. 12 rooms, 16 with baths. Single \$7, double \$8.50 to \$10.50. Near, modern rooms with baths and modest rooms with running water. Dining lounge, coffee shop, cocktail lounge, beverage rooms. Parking. Lower rates for rooms without bath. Phone 4121.

Cannock Motor Hotel, in town, at Milepost 300. 52 rooms, 52 baths. Single \$6 to \$8, double \$7 to \$10.50. A new major hotel of very good, attractively furnished rooms. Excellent dining room. Heated swimming pool. Hunting and fishing. Car plugs. Phone 4111.

MILE 308

Gasoline, minor repairs, cafe.

MILE 351, STEAMBOAT MOUNTAIN, B.C.

Gasoline, minor repairs, accommodations and cafe are available here.

MILE 392

SUMMIT LAKE, B.C.

Near Summit Lake is Summit Pass, highest point on the Alaska Highway with an elevation of 4,250 feet. The approach to Summit Pass becomes winding with a steady climb which continues for 200 miles.

Gasoline, minor repairs, accommodations, cafe, store, telephone and telegraph.

MILE 397

Gasoline, minor repairs, accommodations and cafe are available.

MILE 408, CIRCLE "T", B.C.

Gasoline, minor repairs, cafe, store and radiophone.

Circle "T" Motel, 4 rooms, 4 baths. Single \$8, double \$10 to \$11.50. Pleasant, nicely kept duplex two-story building with annex. Cafe open. 14 rooms. Pets allowed. Phone Summit Lake, Circle "T".

MILE 422, TOAD RIVER, B.C.

Gasoline, general repairs, cafe, telephone and hunting guide service are available.

Toad River Lodge, 10 rooms, 4 with baths. Single \$7, double \$8 to \$10. A pleasant resort in a scenic mountain valley. Great lodge rooms with central bath. 4 attractive cottages with thermos-controlled heat and communication rooms. 2 efficiencies. Cafe. Fishing, hunting, guide. Horses, pack trips. Ample fuel. Heated garage for 4 cars. Phone 411.

MILE 442, THE VILLAGE, B.C.

Gasoline, general repairs, cafe, accommodations, store, hunting and fishing guide service.

MILE 450

Gasoline, general repairs, telephone and mail.

MILE 450

Beginning at mile 448, the highway follows the shores of Minner Lake for 2

miles. One of the most picturesque views in the province is a picture for fishing.

Gasoline, general repairs, telephone and mail.

MILE 450 & 451. WUNCHO LAKE, B.C.

Gasoline, minor repairs, telephone and mail, and electric power service. Along shore are two places are among the facilities here.

Highland Glen, B.C. (nearby) High 14,000 ft. A very large lake with some small islands in a pleasant, wooded setting. Several streams, fish. Fishing boat and motor boat for guests. Telephone about 100. Post Office. Distance to 450.

Lakeview Lodge, B.C. (nearby) High 14,000 ft. A very large lake with some small islands in a pleasant, wooded setting. Several streams, fish. Fishing boat and motor boat for guests. Telephone about 100. Post Office. Distance to 450.

MILE 450

DART RIVER, B.C.

The road parallels the Dart River for 4 miles to Dart River. Part of it is a bridge for crossing river and in the rest, the Dart River is a tributary of the Fraser River. Water level about 100 feet above the river level. Although the river is not a tributary of the Dart River, it was not started until 1907.

DART RIVER (nearby) High 14,000 ft. A very large lake with some small islands in a pleasant, wooded setting. Several streams, fish. Fishing boat and motor boat for guests. Telephone about 100. Post Office. Distance to 450.

Gasoline, minor repairs, telephone and mail, and electric power service. Along shore are two places are among the facilities here.

MILE 519

Gasoline, minor repairs, telephone and mail are available.

MILE 533. COAL RIVER BRIDGE, B.C.

Gasoline, minor repairs, telephone and mail, and electric power service.

MILE 538

Highway, minor repairs, telephone and mail, and electric power service.

MILE 543. COAL RIVER B.C.

Gasoline, minor repairs, telephone and mail, and electric power service.

MILE 538

This is Contact Creek. It was here that the water level was low and had been working around with other boats. The

water level was low and had been working around with other boats. The

MILE 538

Gasoline and minor repairs service are available.

MILE 534.3

Here is the first of the Alaska Highway. It was here that the water level was low and had been working around with other boats. The

water level was low and had been working around with other boats. The

water level was low and had been working around with other boats. The

MILE 883

Gasoline, minor repairs, cafe and telephone facilities are here.

Marsh Lake Lodge, 16 units, 4 with baths. Single \$6, double \$8 to \$9. An inviting, rustic lodge, off the highway, overlooking a lake. Well-maintained lodge rooms; also 4 housekeeping cottages with shower or tub baths, \$10 to \$15. Cafe, cocktail lounge. Guided hunting and fishing trips; rental boats and motors. Heated garage for 6 cars; car plugs. Open late Apr. to mid-Oct. Phone Whitehorse, Marsh Lake Lodge.

MILE 900

Gasoline, cafe.

MILE 904.5

A loop road runs southeast from this point to Carcross, Y.T. (32 miles) and rejoins the Alaska Highway at Mile 866 (33 miles from Carcross).

MILE 907

Wolf Creek picnic site and campground.

MILE 910

Gasoline, minor repairs, cafe, accommodations and telephone are available.

MILE 911.8

A side road leads north to scenic Miles Canyon of the Yukon River.

MILE 917.4

WHITEHORSE, Y.T. (pop. 4,800, alt. 2,297 ft.)

At this point on the highway there is a traffic circle where a 2-mile side road branches off to Whitehorse.

The storybook Yukon still lingers in this picturesque city which lies on a wide bend of the Yukon River. Whitehorse came into being with the Klondike gold rush. Thousands of prospectors came by boat to Skagway; they climbed the mountain passes to the beginning of a natural waterway where they constructed rude rafts, canoes and rough plank boats for the over 500-mile trip to Dawson via Whitehorse. Above Whitehorse, the prospectors faced the dangerous rapids of Miles Canyon where many were lost. Later a tramway was built to portage this difficult section; horses drew open basket-type cars over log rails along the bluff over the river. Sternwheeler steamer service was inaugurated to Dawson; this trip, with the current, took 1½ or 2 days to Dawson and 5 days back. The first rails of the White Pass and Yukon Railway were laid at Skagway in May 1898; the line was open for through traffic from Skagway to Whitehorse in July 1900.

Center of the excitement caused by one of the world's most fabulous gold strikes was Dawson, about 350 miles northwest. On August 17, 1896, George W. Carmack and two Indian companions, "Skookum" Jim and "Dawson" Charlie, made the first strike on Bonanza Creek, a tributary of the Klondike River. Five months later the news reached Circle City. The first boats arriving in the area

in May 1897, knew nothing of the strike. That summer, miners from Dawson arriving in Portland and San Francisco with a total of nearly \$2 million carried word to the United States, then in the midst of a depression. The news ended the depression and by the next spring, approximately 60,000 men had passed through Seattle on their way to the fabled Klondike.

By the spring of 1899, all the creeks of the area were staked. Hillside and bench claims were made, some yielding rich White Channel gravels. Between 1896 and 1904, Klondike creeks yielded over \$100,000,000 in gold. During the winter of 1899, news of the gold discovery on Anvil Creek at Nome, Alaska, reached Dawson and within a week 8,000 miners had left for this newer strike.

The Dawson settlement sprang up at the confluence of the Yukon and Klondike Rivers. By the end of the summer of 1898, the city boasted 2 hospitals, 3 churches, schools, banks, theaters and scores of saloons and dancehalls; Dawson claimed a population of over 25,000. Rex Beach, Robert W. Service and others wrote from their experiences here at the peak of the gold rush.

After the gold rush, mining properties were consolidated under corporate ownership and power machinery was introduced, placing the industry on a more stable basis. Today, with giant dredges doing the work of many men, this is still a major gold-mining area whose creek

MILE 920

West of the highway from the point at the Yukon border where gravelly mountainous country will cover both grades

and sharp turns. The road crosses the Yukon River a mile and leads to Deer Park, a good hunting spot.

MILE 925

From this point a series of gravel highways makes a 515-mile long northwest through the Yukon Territory to the famous gold rush city of Dawson and southwest

from there over Alaska, reaching the Alaskan Highway at Fairbanks. With 1931, the end of the Yukon-Klamath-Tanana and Taylor Highways, pages 31 and 32.

MILE 967

Mendocino Creek picnic campground is here.

MILE 974. CHAMPAGNE T.T.

Gasoline, minor repairs.

MILE 987

Gasoline, minor repairs, sale and store are official stop.

MILE 998

Cracker Creek picnic site is here.

MILE 998

A side road extends 7-1/2 miles to the north end of Klondike Lake where the road may be changed. Klondike road is about

1000 ft. above Fairbanks, 10 miles below 40 percent road will be Klondike Community Center before entering the road.

MILE 998

Gasoline, minor repairs, minor administrative telephone and telegraph facilities are available here.

MILE 1012

Box Creek Campground is here.

MILE 1018**RAINES JUNCTION, B.T.**

At an intersection with the Alaska Highway, the Yukon Highway continues south for 154 miles. *see page 36* at the ferry port of Rainier-Fort Collins, Alaska. *see page 36*, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000, 1001, 1002, 1003, 1004, 1005, 1006, 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168, 1169, 1170, 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334, 1335, 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494, 1495, 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655, 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816, 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 20

MILE 1000 DESTINATION BUS CO.

Destinations: Anchorage, Fairbanks, and other points in Alaska and the Yukon Territory.

MILE 1000

ELIYUS LANDING, AK.

The Eliyus Landing is a small settlement on the Yukon River, about 10 miles from the mouth of the river. It is a small settlement with a few houses and a store.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

ELIYUS LANDING, AK.

The Eliyus Landing is a small settlement on the Yukon River, about 10 miles from the mouth of the river. It is a small settlement with a few houses and a store.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

ELIYUS LANDING, AK.

The Eliyus Landing is a small settlement on the Yukon River, about 10 miles from the mouth of the river. It is a small settlement with a few houses and a store.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 1000

Destinations: Fairbanks, Anchorage, and other points in Alaska and the Yukon Territory.

MILE 105

CHARTERED TRUCKS, AIRCRAFT, & BUS

MILE 106

CHARTERED TRUCKS, AIRCRAFT, & BUS. TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

MILE 107 KOTIKVAT JUNCTION, ALASKA

TRUCKS AND AIRCRAFT AVAILABLE AT A RATE OF 10¢ PER HOUR, WHICH ARE AVAILABLE AT THE FOLLOWING RATES:

MILE 108

CHARTERED TRUCKS, AIRCRAFT, & BUS. TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

MILE 109

DELTA JUNCTION, ALASKA

FROM THE POINT AT THE DELTA JUNCTION, TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

CHARTERED TRUCKS, AIRCRAFT, & BUS. TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

MILE 110

TRUCKS AND AIRCRAFT AVAILABLE AT THE FOLLOWING RATES:

MILE 111

DELTA JUNCTION, ALASKA

FROM THE POINT AT THE DELTA JUNCTION, TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

FROM THE POINT AT THE DELTA JUNCTION, TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

CHARTERED TRUCKS, AIRCRAFT, & BUS. TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

MILE 112

TRUCKS AND AIRCRAFT AVAILABLE AT THE FOLLOWING RATES:

MILE 113

TRUCKS AND AIRCRAFT AVAILABLE AT THE FOLLOWING RATES:

MILE 114

TRUCKS AND AIRCRAFT AVAILABLE AT THE FOLLOWING RATES:

MILE 115

CHARTERED TRUCKS, AIRCRAFT, & BUS. TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

MILE 116

TRUCKS AND AIRCRAFT AVAILABLE AT THE FOLLOWING RATES:

MILE 117

DELTA JUNCTION, ALASKA

FROM THE POINT AT THE DELTA JUNCTION, TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:

CHARTERED TRUCKS, AIRCRAFT, & BUS. TRUCKS AND AIRCRAFT ARE AVAILABLE AT THE FOLLOWING RATES:



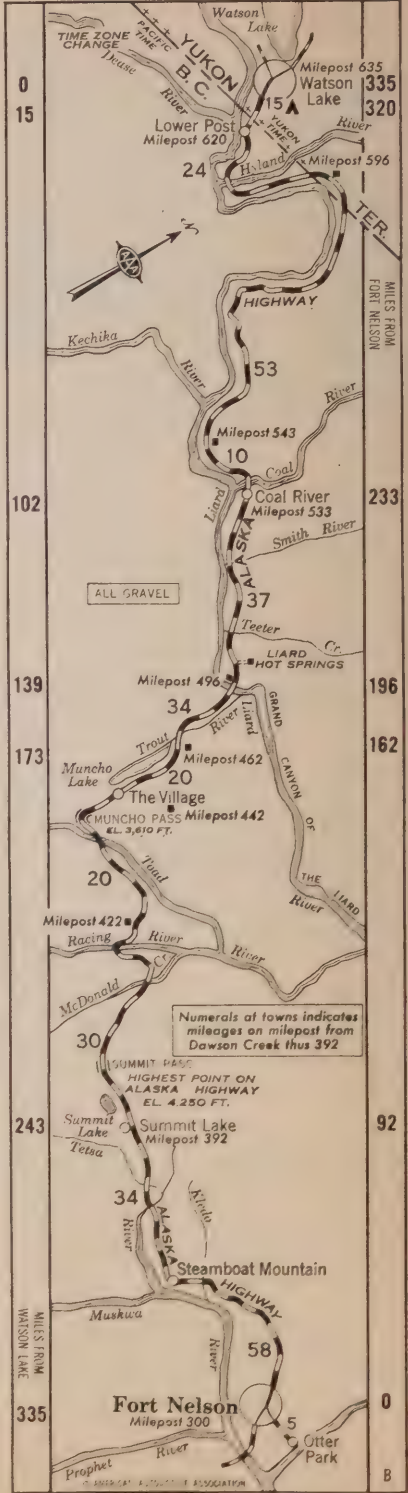
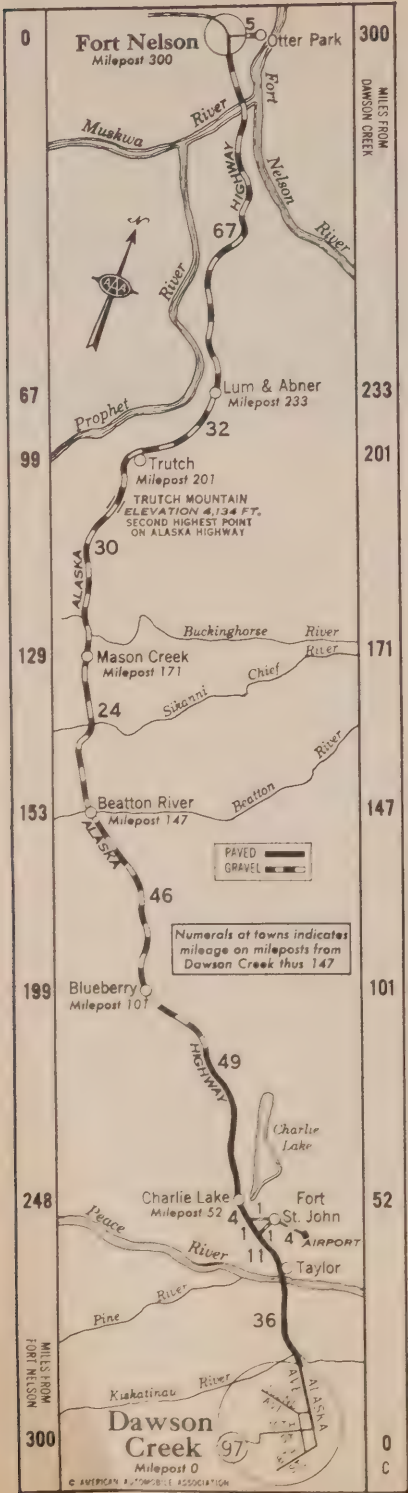
THE ALASKA HIGHWAY

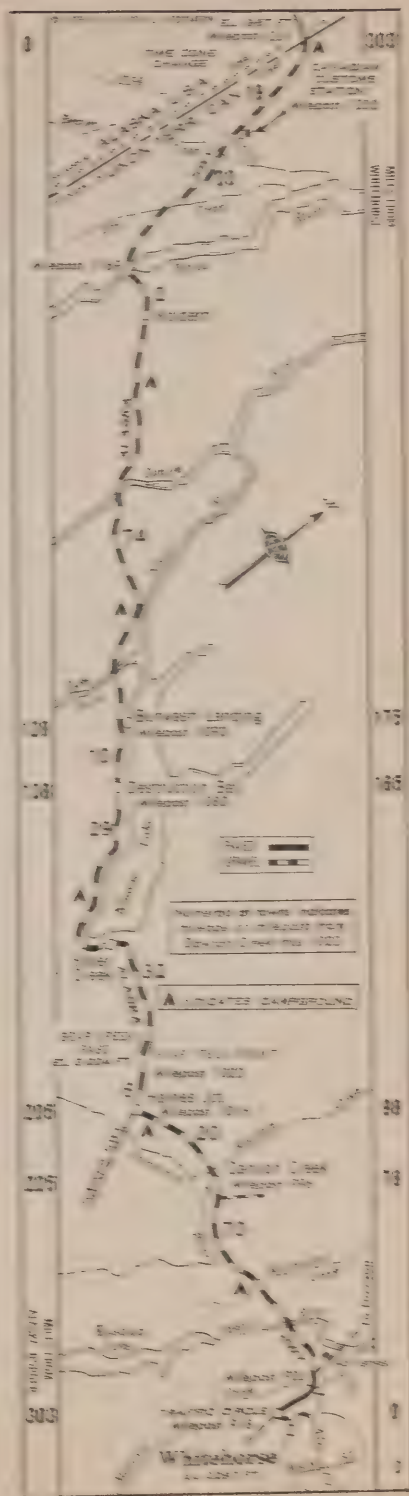
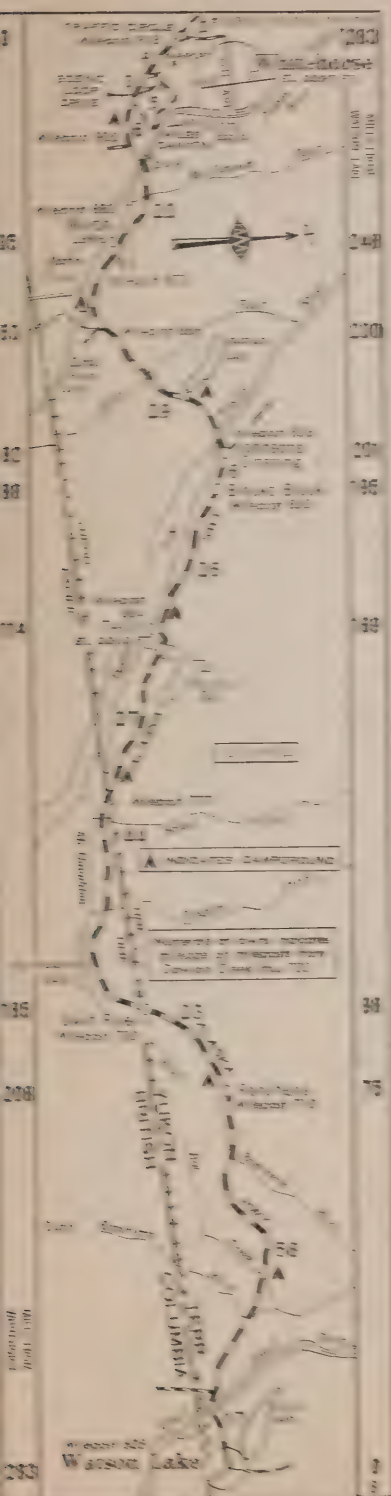
DAWSON CREEK, B.C. — FORT NELSON, B.C.	10
FORT NELSON, B.C. — WATSON LAKE JUNCTION, B.C.	15
WATSON LAKE JUNCTION, B.C. — WHITEHORSE, B.C.	20
WHITEHORSE, B.C. — ALASKA-YUKON TERRITORY BORDER	25
ALASKA-YUKON TERRITORY BORDER — FAIRBANKS, ALASKA	30

MAJOR STATE HIGHWAYS

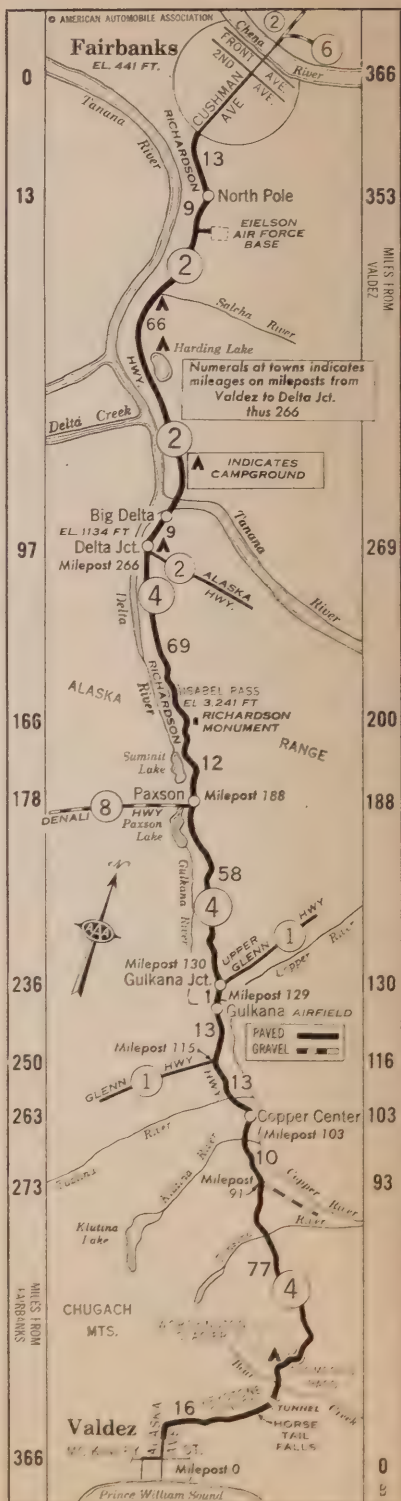
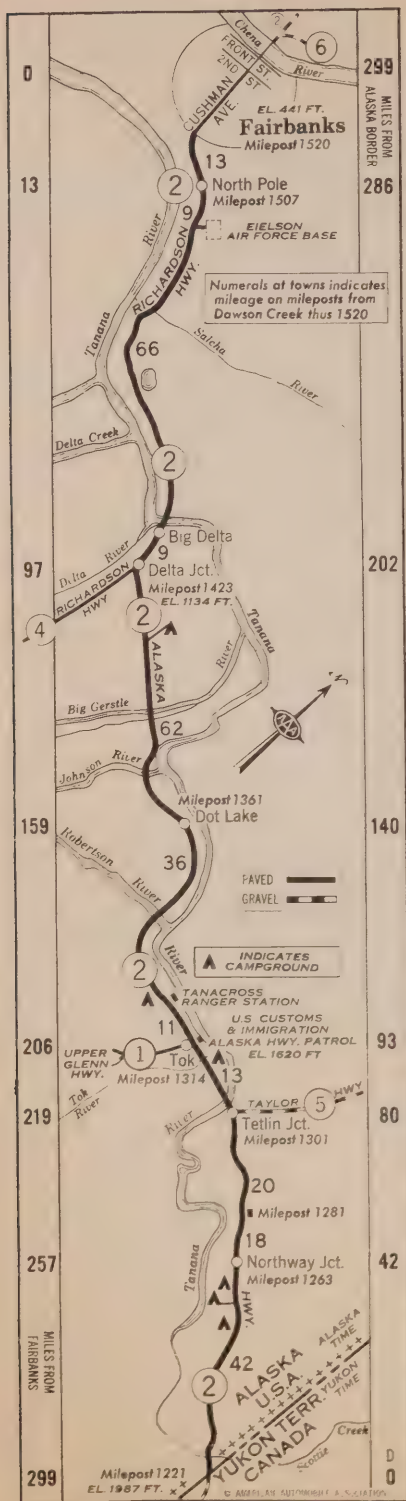
RICHARDSON HIGHWAY, IND. 7	35
SENA HIGHWAY, IND. 3	40
DENALI HIGHWAY, IND. 8	45

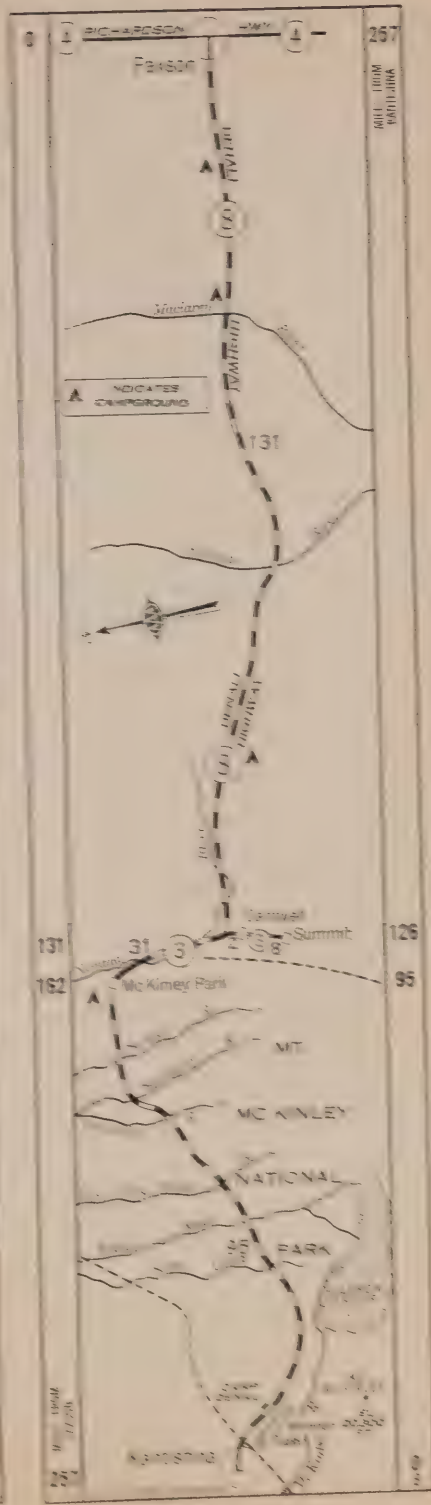
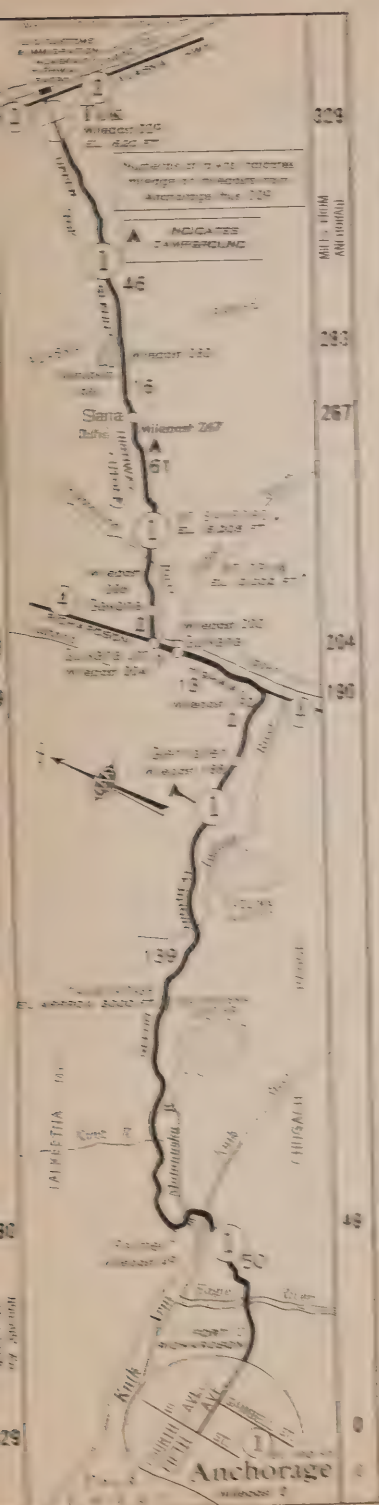
30 THE ALASKA HIGHWAY





32 ALASKA AND RICHARDSON HIGHWAYS





Logo of Other Principal Routes

ANCHORAGE-SEWARD HIGHWAY

This paved road offers many unusual views. Among the Chugach Mountains, near Portage, are five glaciers grouped together. Portage Glacier is accessible from a side road off the highway. As the road approaches Anchorage, it winds along the shore of Turnagain Arm, a branch of Cook Inlet that has the second highest tides in the world, rising over 37 feet. Mount Susitna, whose name is derived from the native word meaning "sleeping lady," faces the inlet. For recommended accommodations, see listings for Anchorage, page 49, and Seward, page 62.

Mile 0, Seward, Alaska

Gasoline, general repairs, cafes, accommodations, stores, post office, telegraph and telephone. *For description, see page 61.*

Mile 2.5

Accommodations.

Mile 11.5

A trail here leads to a ski area in the Chugach National Forest.

Mile 18

Public campground.

Mile 23, Lawing, Alaska

Public campground.

Mile 25

Accommodations.

Mile 30, Moose Pass, Alaska

Gasoline, minor repairs, cafes, accommodations, store.

Mile 38

Junction with Sterling Highway (*see page 41*).

Mile 39.5

Johns Creek public campground.

Mile 45.5

Gasoline, cafe, accommodations.

Mile 56.5

A 17-mile side road leads north to Hope.

Mile 61

Silvertip Creek public campground.

Mile 74

Ingram Creek public campground.

Mile 79

Portage Glacier National Recreation Area 5½ miles east via side road, is under development by the U.S. Forest Service in Chugach National Forest. A fine view across Iceberg Lake to Portage Glacier is available from the parking area. Facilities include picnic tables, a day lodge with cafe and 4 campsites with fireplaces. The area is open May 1 to Oct. 1.

Portage Glacier Lodge, at Iceberg Lake in the recreation area. (P.O. Box 4641, Seward.) 8 rooms. Single \$7.50, double \$12. Restaurant. Open May 1 to Oct. 1. Phone FH 2-2718.

Mile 80, Portage, Alaska

Gasoline, cafe.

Mile 91, Girdwood, Alaska

Gasoline, cafe, store. A 3½-mile side road leads east to the Mount Alyeska Ski Bowl.

Mile 118

Cafe.

Mile 125.5

Bypass route around Anchorage to Glen Highway.

Mile 128, Anchorage, Alaska

Gasoline, general repairs, cafes, accommodations, stores, post office, telephone and telegraph. *For description, see page 49.*

DENALI HIGHWAY (NO. 8)

Opened to traffic in August 1957, the Denali Highway (*see maps, pages 33 and 37*) is a gravel road extending 156 miles from Paxson, at Mile 185.5 of the Richardson Highway, to the entrance of Mount McKinley National Park where it joins the gravel park road. The Denali Highway is open from June to October.

Leaving Paxson the highway ascends steadily to the Tangle Lakes region. From there it winds across a high plateau to the Susitna River. West of the river the road begins its descent through the Monahans flats, named for an early prospector, into the Nenana River valley. At Cantwell the route turns north through a narrow mountain gap, paralleling the Nenana River.

Mountains, glaciers, lakes and rushing waterways all contribute to the wild, impressive scenery along this route. As y

There are few accommodations and service stations on the highway. Motorists are urged to fill their gas tanks before leaving Paxon or McKinley Park. For recommended accommodations, see listings for Mount McKinley National Park, page 58, Paxon, page 41.

0. Paxon, Alaska

Gasoline, minor repairs, cafe and accommodations.

20

Gasoline (high octane only), minor repairs, accommodations.

21

Single Lakes public campground.

22

Gasoline (high octane only), minor repairs, cafe, accommodations, hunting and fishing guide service.

42

Gasoline (regular only), cafe, accommodations.

56

Barwater-Denali public campground.

81

Gasoline, cafe.

82

Gasoline, cafe, accommodations, hunting and fishing guide service.

104.5

Yukon-Kuskokwim public campground.

133. Cantwell Junction, Alaska

Gasoline, store 2 miles south at Cantwell.

133.8

Gasoline, minor repairs.

146.6

Accommodations, store.

156

Entrance to Mount McKinley National Park.

161,

McKinley Park Station, Alaska

The Denali Highway ends here, where gasoline, minor repairs, cafe, accommodations, store, post office, public campground, telephone and telegraph are available. From this point, a 90-mile-long road extends through Mount McKinley National Park (see page 58 for description to Kantishna), an airstrip 3 1/2 miles beyond the park.

The road through the park is hard-surfaced for 11 miles and then becomes gravel for the remainder of the distance. A narrow, two-lane road, it requires slow, cautious driving in several sections. There are no service facilities beyond McKinley Park Station.

EDGERTON HIGHWAY

Branching southeast from Mile 91 of the Richardson Highway (see page 39), this road continues 39 miles to the ghost town of Umanak, once a supply center for copper mining operations. The road is gravel-surfaced and beyond Mile 26 becomes narrow, rough and winding. The highway has many sharp curves, requiring slow and cautious driving.

Mile 25.5

Gasoline, cafe, store.

Mile 36

Here, at the bottom of a U-shaped canyon, the road follows the shoreline of the three connected Chemun Lakes.

Mile 39, Chitina, Alaska

Gasoline (regular only), accommodations, store, post office.

ELLIOTT HIGHWAY

The Elliott Highway begins north of Fairbanks at Mile 11 of the Steese Highway (see page 41). This gravel highway, which may eventually connect interior Alaska with Nome on the west coast, extends north and west for about 200 miles. Gasoline, limited accommodations and groceries are available at Manly Hot Springs, approximately 165 miles west of the Steese Highway junction.

GLENN HIGHWAY

This well-traveled, paved highway extends 329 miles from Anchorage to Tok on the Alaska Highway.

Just beyond Anchorage, the travelers pass Fort Richardson military reservations, headquarters of the Army in Alaska, and Merrill Field, the municipal airport. Between Palmer and Anchorage the road passes the Eklutna hydroelectric power project which serves the Greater Anchorage and Matanuska Valley communities. A well-maintained gravel road leads to Lake Eklutna, the reservoir formed by this project, where picnicking facilities are available. Nearby are the Eklutna Indian graves, interesting for the boatlike houses over them.

(Continued on Next Page)

GLENN HIGHWAY (Continued)

Between the Matanuska River Valley and Glennallen, there are excellent views of Matanuska and Tazlina Glaciers and the highway traverses very scenic mountain country. The largely undeveloped region around Gulkana and Glennallen offers excellent fishing, and grizzly and black bear, moose, mountain goat, Dall sheep, muskrat and beaver are plentiful.

For recommended accommodations, see listings for Anchorage (page 49), Gakona (page 53) and Palmer (page 60).

Mile 0, Anchorage, Alaska

Gasoline, general repairs, cafes, accommodations, stores, post office, telephone and telegraph. Many service facilities are available along the highway to Mile 20. *For description of Anchorage, see page 49.*

Mile 22

Gasoline.

Mile 23

Gasoline, cafe, accommodations and store are located here.

Mile 34.5

Gasoline.

Mile 35

Gasoline.

Mile 48, Palmer, Alaska

Gasoline, general repairs, cafes, accommodations, stores, telephone and telegraph. *For description of Palmer, see page 60.*

Mile 61, Sutton, Alaska

Gasoline, minor repairs, cafes, accommodations, stores, post office.

Mile 76.7

Gasoline, cafe, accommodations.

Mile 97

Gasoline (high octane only), cafe, accommodations.

Mile 110

Gasoline (regular only), cafe, accommodations.

Mile 113.5

Gasoline, cafe, accommodations.

Mile 123

Gasoline.

Mile 128

Gasoline, cafe, accommodations.

Mile 149

Gasoline, general repairs.

Mile 153

Gasoline, cafe, accommodations.

Mile 156

Gasoline, cafe, accommodations.

Mile 159.5

A 17-mile side road leads to Lake Louise and a public campground.

Mile 161.7

Gasoline, cafe, accommodations.

Mile 164

Gasoline, cafe, accommodations.

Mile 166

Gasoline, cafe, accommodations.

Mile 172.5

Gasoline, cafe, accommodations.

Mile 182.5

Gasoline, cafe, accommodations.

Mile 183.5

Gasoline, cafes, accommodations, store.

Mile 187, Glennallen, Alaska

Gasoline, general repairs, cafes, accommodations, stores, post office, telephone and telegraph.

Mile 189

Gasoline, cafe, accommodations. At this point the Glenn Highway meets the Richardson Highway (see page 39) at Mile 115 and the two highways run concurrently for the next 14 miles.

Mile 203, Gulkana Junction, Alaska

Gasoline, minor repairs, cafe, accommodations. From this point, the Richardson Highway continues north to Fairbanks and the Upper Glenn Highway, locally called the Tok Cutoff, proceeds 125 miles north east to Tok on the Alaska Highway (see page 28). The Upper Glenn Highway (see page 42) is a continuation of the Glenn Highway, but is treated as a separate highway because the mileposts again start with 0 at this point.

HAINES HIGHWAY (NO. 9)

Beginning at Mile 0 on the ferry dock at Haines-Port Chilkoot, this highway extends 159 miles north to Haines Junction Yukon Territory, Mile 1016 on the Alaska Highway (see map, page 16). During the summer months a ferry operates from Mile 0 to Skagway and Juneau. For information on this ferry, write the Dept. of Public Works, Div. of Marine Transportation, P.O. Box 1361, Juneau, Alaska.

(Continued on Page 38)



HAINES HIGHWAY (Continued)

The Alaska portion of this highway is paved and travels through a heavily wooded area. The United States Customs and Immigration Office is at Mile 1.

All tourists must stop at the Canadian Immigration and Customs Office, Mile 42. This office is open daily from 7 a.m. to 10 p.m. Pacific Standard time. Motorists should arrange to arrive before closing, as cars can not proceed and there are no accommodations at this point.

Open only in the summer, the Canadian section of the highway has a gravel surface. The highway is relatively smooth as it follows the course of a winding river and traverses a beautiful mountain pass in British Columbia. In the Yukon Territory the road passes through a rugged, yet scenic, area.

For recommended accommodations, see Mile 125 below and the listing for Haines-Port Chilkoot (page 53).

Mile 0, Haines, Alaska

Gasoline, general repairs, cafes, accommodations, stores, post office, telephone. *For description, see page 53.*

Mile 33

Gasoline, cafe.

Mile 37

Gasoline, accommodations, store.

Mile 42, Alaska-British Columbia Border

All travelers must stop at the Canadian Customs and Immigration Office here. From this point to the Alaska Highway, the road passes through an uninhabited region with only one service facility enroute.

Mile 125, Dezadeash, Y.T.

Gasoline (regular only), cafe, accommodations.

Dezadeash Lodge (P.O. Haines Junction, Mile 1016, Alaska Highway.) 15 rooms, 1 bath. Single \$5, double \$7. Neat lodge rooms with running water and central showers; also 2 cabins, 1 with bath. Cafe. Horses; guides; fishing; rental boats and motors are available. Trailer park. Open May 1 to Nov. 1.

Mile 159, Haines Junction, Y.T.

Haines Highway ends here at Mile 1016 of the Alaska Highway (see page 26).

MAYO-KLONDIKE-DAWSON HIGHWAYS

Branching northwest from Mile 925 of the Alaska Highway, the Mayo, Klondike and

Dawson Highways form a 513-mile alternate loop route to Alaska. The Mayo and Klondike Highways to Dawson, Y.T., are generally good, two-lane gravel roads. At Dawson the Yukon River is crossed by ferry, which operates about June 1 to Oct. 1, 8 to noon and 1 to 1 daily.

Across the river, the Dawson Highway is a one-lane, lightly graveled road through mountainous terrain. It has some shelf sections with only a few turnouts, requiring exceptionally cautious driving. There is only one service facility on this highway, which joins the Taylor Highway (see page 42) in Alaska.

MAYO HIGHWAY**Mile 34.5**

Fox Lake public campground.

Mile 72

Twin Lakes picnic area.

Mile 102, Carmacks, Y.T.

Gasoline (high octane only), minor repairs, cafe, accommodations, store. At Mile 100 a side road leads to the village of Carmacks, where services are also available.

Mile 104

Here the road circles the only operating coal mine in the Yukon Territory.

Mile 142.4

Gasoline, minor repairs, cafe and store are available here.

Mile 168, Pelly Crossing, Y.T.

Gasoline, minor repairs, cafe, accommodations, store.

Mile 213, Stewart Crossing, Y.T.

Gasoline, cafe, accommodations. Here the Mayo and Klondike Highways meet, the Mayo Highway extends north 33 miles to the silver and lead mining community of Mayo; the Klondike Highway travels northwest 117 miles to Dawson.

KLONDIKE HIGHWAY

The mileposts on the Klondike Highway run from west to east, in opposite sequence from either the Mayo or Dawson Highways. Thus, motorists taking this route from the south follow mileposts 0 to 213 on the Mayo Highway, Mile 117 to Mile 0 on the Klondike Highway and Mile 0 to Mile 79 on the Dawson Highway. Travelers from Alaska reverse this order.

Mile 0, Dawson, Y.T.

Gasoline, general repairs, cafes, accommodations, stores, post office. *For a descrip-*

tion of Dawson's history and annual events, see Whitehorse (page 24).

Service Motel, at 7th and Hansen. 13 rooms, 13 with baths. Single \$10, double \$12. Small, well-kept rooms in a neat court; tub baths. Open May 1 to Sept. 30.

Mile 29

A side road leads north to the Fort McPherson oil fields.

Mile 30

Public campground.

Mile 61

Gasoline (high octane only), cafe.

Mile 88

Cafe.

Mile 117, Stewart Crossing, Y.T.

Junction with Mayo Highway.

AWSON HIGHWAY

Mile 0, Dawson, Y.T.

Gasoline, general repairs, cafes, accommodations, stores.

Mile 65, Alaska-Yukon Territory Border

All travelers must stop at the Canadian Customs and Immigration Office, open 7 to 7 Yukon Standard Time.

Mile 69, Boundary, Alaska

Gasoline (regular only), cafe.

Mile 79

Dawson Highway ends at Taylor Highway (see page 42).

RICHARDSON HIGHWAY

Formerly a dog sled trail and then a wagon road, the Richardson Highway, connecting Fairbanks with the port of Valdez, is the oldest interior access road in Alaska. Paved its entire length, the highway is logged from Valdez, Mile 0.

Northwest of Valdez, this route passes through the spectacular Keystone Canyon, where scenic Bridal Veil and Horsetail Falls drop hundreds of feet from the crest of the canyon. The road climbs to the summit of Thompson Pass, offering a fine view of Worthington Glacier. Beautiful mountains dominate the scenery from the Tonsina River to Delta Junction.

Between Paxson and Black Rapids the road crosses Isabel Pass at an elevation of 3,241 feet and passes Summit and Paxson Lakes. During unusually severe winter weather, this mountainous section of highway must be closed, in which case

travelers must use the alternate route via the Upper Glenn (see page 42) and Alaska Highways.

From Delta Junction this route travels through the Tanana River Valley into Fairbanks.

For recommended accommodations, see listings for Copper Center (page 51), Fairbanks (page 51), Paxson (page 61) and Valdez (page 64).

Mile 0, Valdez, Alaska

Gasoline, general repairs, cafes, accommodations, stores, post office, telephone and telegraph are available. *For description, see page 64.*

Mile 9

Silver Falls picnic grounds.

Mile 13.4

Horsetail Falls, a 300-foot, fantail waterfall.

Mile 13.8

Bridal Veil Falls, an equally high, cascade-type waterfall.

Mile 23

A side road leads to Blueberry Lake campground.

Mile 25

Here is Thompson Pass, at an elevation of 2,722 feet.

Mile 28.5

From this point, Worthington Glacier is accessible by a short side road.

Mile 34.5

Gasoline, cafe, accommodations.

Mile 51

Gasoline, cafe, telephone.

Mile 79

Gasoline, minor repairs, accommodations, store.

Mile 91

Junction, Edgerton Highway (see page 35).

Mile 101

Gasoline, cafes, accommodations, store, post office.

Mile 111

General store.

Mile 115, Glennallen Junction

Gasoline, minor repairs, cafe, accommodations. The Richardson Highway meets

(Continued on Next Page)

STERLING HIGHWAY (Continued)

Mile 134

Gasoline.

Mile 137, Ninilchik, Alaska

Gasoline, cafe, accommodations, store, public campground, post office, telephone.

Mile 153.7

Gasoline, minor repairs.

Mile 154

Public campground.

Mile 155.2

Gasoline, minor repairs.

Mile 158.5, Anchor Point, Alaska

Gasoline, general repairs, accommodations, stores, post office.

Mile 176, Homer, Alaska

Gasoline, general repairs, cafes, accommodations, stores, post office, telephone. *For description see page 54.*

Mile 180

Public campground.

Mile 182

Cafe and accommodations. Terminus of Sterling Highway.

TAYLOR HIGHWAY

From Tetlin Junction, Mile 1301 on the Alaska Highway (see pages 18 to 28). this gravel highway extends 158 miles north to Eagle. Only one service point exists between Tetlin Junction and Eagle. A side route from Dawson, Y.T., intersects the Taylor Highway at Mile 95.5. (See log of Mayo-Klondike-Dawson Highways, page 38.) The road to Dawson, closed in winter, is only one lane wide and winds through mountainous country, requiring very cautious driving. Travelers should check conditions with the Highway Department at Tok before driving to Dawson.

Mile 0, Tetlin Junction, Alaska

Gasoline, minor repairs, cafe, accommodations, store, telephone.

Mile 49

Public campground.

Mile 74

Gasoline, minor repairs, cafe, accommodations, radiophone.

Mile 95.5

Junction, Dawson Highway. Dawson Highway turns southeast; the Taylor Highway turns northwest.

Mile 158, Eagle, Alaska

Gasoline, store.

TOK CUTOFF

See Upper Glenn Highway, below.

UPPER GLENN HIGHWAY

The Upper Glenn Highway, sometimes referred to as the Tok Cutoff, is a paved continuation of the Glenn Highway (see page 35). In this publication it is treated as a separate highway because mileposts again start with 0 at Gulkana Junction.

From Gulkana almost to Slana there are excellent views of the Wrangell Range. Among the glacier-clad peaks seen are Mt. Sanford, 16,208 feet, and Mt. Drum, 12,002 feet, to the southeast.

Beyond Slana, near Mentasta Lake, the road passes through the Alaska Range with the mountains on either side reflected in the waters of the lake.

For recommended accommodations, see listings for Gakona (page 53) and Tok (page 28 of the Alaska Highway Log).

Mile 0, Gulkana Junction, Alaska

Gasoline, minor repairs, cafe, accommodations.

Mile 1, Gakona, Alaska

Gasoline, cafe, accommodations and store are available at Gakona.

Mile 32

Gasoline, general repairs, cafe, accommodations, store.

Mile 34

Gasoline.

Mile 53.5

Gasoline, accommodations.

Mile 59.5

Ahtell Creek public campground

Mile 62

Gasoline, general repairs, cafe and store are available here.

Mile 78

Gasoline, cafe, accommodations.

Mile 96.5

Gasoline, cafe, accommodations.

Mile 125, Tok, Alaska

Gasoline, general repairs, accommodations, stores, post office, telephone and telegraph. Junction, Alaska Highway. Terminus, Upper Glenn Highway.



THE FORTY-NINTH state, Alaska, embodies the vitality, ambition, potential and beauty associated with youth. The Alaska of today is far different from the fabled land of the last great gold rush. Its young population is building modern cities in undeveloped areas. Huge gold dredges have replaced sluice boxes. Bush pilots wing over vast reaches shadowing dog teams and Eskimos hunting in kayaks. In a fabulous living frontier, Alaskans combine the contrasts and benefits of wilderness and civilization, often in a setting of almost savage beauty described only by superlatives.

When Alaska was purchased from Russia in 1867, only the coastal areas had been explored by Europeans. The land was first visited by Russian ships in 1741 under the command of Vitus Bering and Alexei Chirikof. Subsequent Russian explorations established fur-trading posts on the islands and the southern and southeastern shores. The Spanish and the English followed with some naval exploration in the 18th century, the latter employing Capt. James Cook, who was commissioned to find a northwest passage to the Atlantic Ocean.

Even at the time of its purchase in 1867 for \$7,200,000 (less than two cents an acre), little was known of the potential resources or of the vastness of the land. In fact, the sale, negotiated by Secretary of State William H. Seward, was referred to as "Seward's Folly" or "Seward's Ice-box." But, Alaska literally turned out to be a gold mine, yielding about a billion dollars in gold, not to mention a thriving fishing and lumber industry and still untapped mineral resources.

In 1880 the first of a series of gold discoveries occurred. It brought an influx of fortune seekers and created the city of Juneau. Skagway prospered in 1897 as a major port of entry and outfitting point for the prospectors who braved the dangerous trip across the coastal mountains into the Yukon's Klondike. Nome began to boom in 1898 when the sands of Anvil Creek yielded gold. By 1909 Fairbanks, the scene of a gold strike in 1902, was thriving.

For many years the Federal government took little interest in the development of Alaska, but the gold discoveries brought many adventurers to the area and created a need for additional laws. Congress provided civil and criminal laws and in 1903 passed a homestead act. By the Act of May 7, 1906, it empowered Alaska to elect a non-voting delegate to the House of Representatives.

(Continued on Next Page)

ALASKA—THE STATE Continued

The year 1912 saw the creation of the Territory of Alaska. Provisions were made for a legislature of two houses to be elected every 2 years in popular vote and for a governor to be appointed by the President for a term of 4 years. In 1918, Alaska made the first of a long series of bids for statehood.

The beginning of World War I and the decline of discoveries of rich gold deposits combined to cause a lull in activity and growth in Alaska. There was little expansion until the Japanese threatened to invade the North American continent through Alaska during World War II. Once more interest was focused on Alaska.

Warfare strategy that stressed the building of the Alaskan Highway, an engineering marvel which straddles about 1,400 miles of possible roadway and of maintenance terrain and mining values. This was accomplished in less than a year when the Japanese were occupying islands in the Aleutian chain in 1942. Today, Alaska's strategic position is emphasized by the fact that American-owned Little Diomede Island is only 1.4 mile from Russian-owned Big Diomede Island across the Bering Strait. The DeWitt Clark Working Order Chain further stresses the state's significance as a defense nation.

In 1958 Alaska began to function as a state. After admission, Alaskans elected their first sitting delegates to Congress, a governor and a state legislature. To the governor and legislature fell the gigantic task of forming a state government and effecting the transition from Federal to state control.

EDWARD R. BARNES, a recent representative in Federal spending, are a prime concern of the new state. In 1957 Alaska had an estimated population of 100,000 including approximately 47,000 military personnel, 10,000 Eskimos and 12,000 Indians. These people constitute Alaska's greatest resource and the state's economy depends largely on their agriculture and industry.

Although fishing, mining and more state oil Alaska's main resources, the major bulk of the new state lies in its rich mineral resources. The mining industry, third in importance after coal, is expected to grow when comprehensive means of mining and transporting minerals from remote regions are developed.

The discovery of oil in the extensive North petroleum in 1947 has stimulated an expansion, virtually unbridled until three years earlier, long dormant search for oil and in the Arctic where the U. S. Navy conducted extensive surveys and perfected methods of operation in extreme climatic conditions.

Increasing the resources of the past few years. In 1958 Alaska has put out well tested specimens near Kachikuk producing a total of 400 tons daily. A second hole will begin operations in 1960. Most of the northeastern border of Alaska is situated at the large natural forest. Tongue Point's forest, comprising 11,000,000 acres is subdivided into Alaska and Chugach National Forest, comprising most of the land along the coast. A Prince William Sound as well as the eastern portion of the Little Port-John.

Agriculture is limited to the soil of tundra and meadows in western. The growing season averages about 170 days along the southeastern coast, 140 days in the central Pacific Coast and 60 to 90 days in the interior.

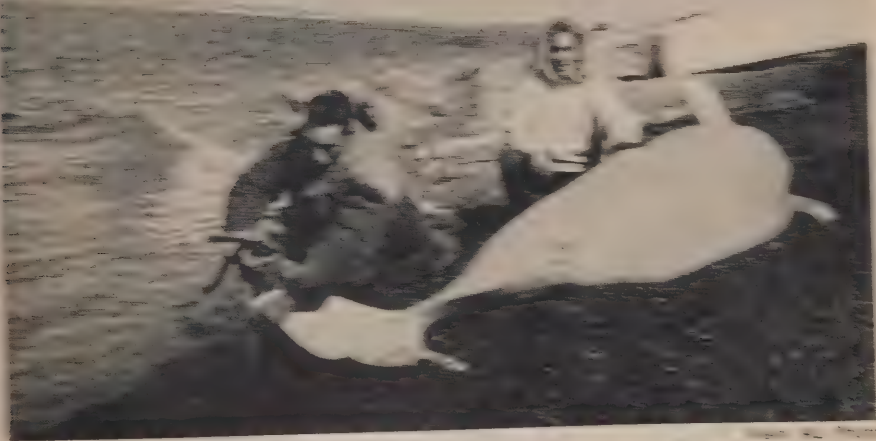


Figure 42. Walrus

During spring and summer Eskimos in the Barrow District follow walrus with harpoons and save the meat for the winter.

Barrow and upper Yukon Valleys. The annual length of the summer and compensates in a large extent for the shortness of the growing season in these northern valleys. The Matanuska Valley, north of Anchorage, is noted for its huge vegetables grown during the long summer days.

Transportation costs from the other states make Alaska, in effect, an economic island. As new methods of farming are perfected, the state will be estimated one million acres of arable land, eventually may be able to produce about half of its own food crops. In general, almost all kinds of hardy vegetables and berries and some grains can be raised in Alaska on favorable locations south of the Arctic Circle. With improved transportation, sheep and cattle-raising may become more widespread as it is estimated that there are 15,000 square miles of grazing land in the state of Alaska.

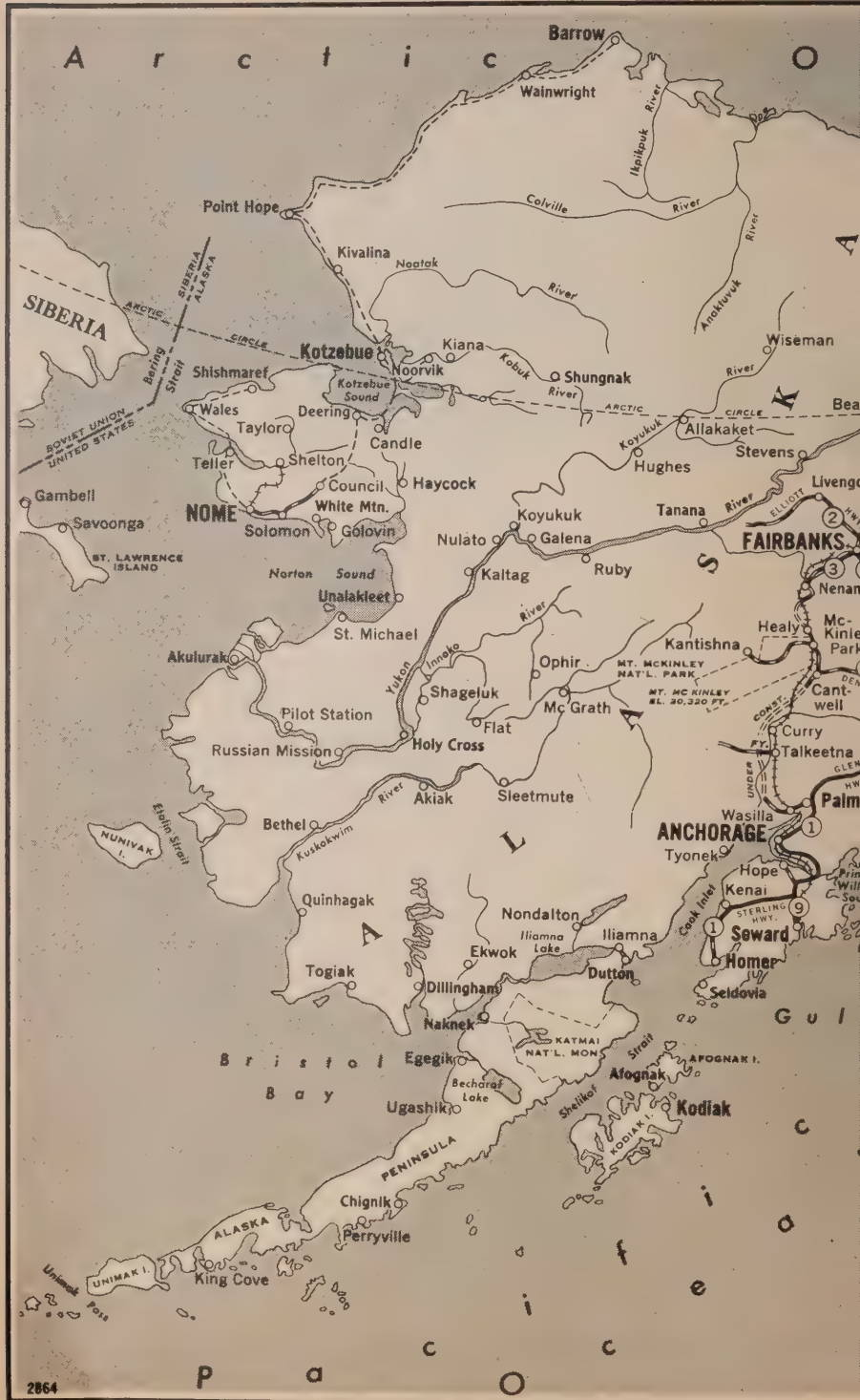
GEOGRAPHICALLY the scope and variety of Alaska are astounding. One-fifth the size of the continental United States, it covers four time zones and embraces some 585,000 square miles. In addition, the huge state has a coastline greater than that of the other continental states and contains the mountain ranges, one of which includes Mt. McKinley, 29,000 ft., highest peak in the North American continent.

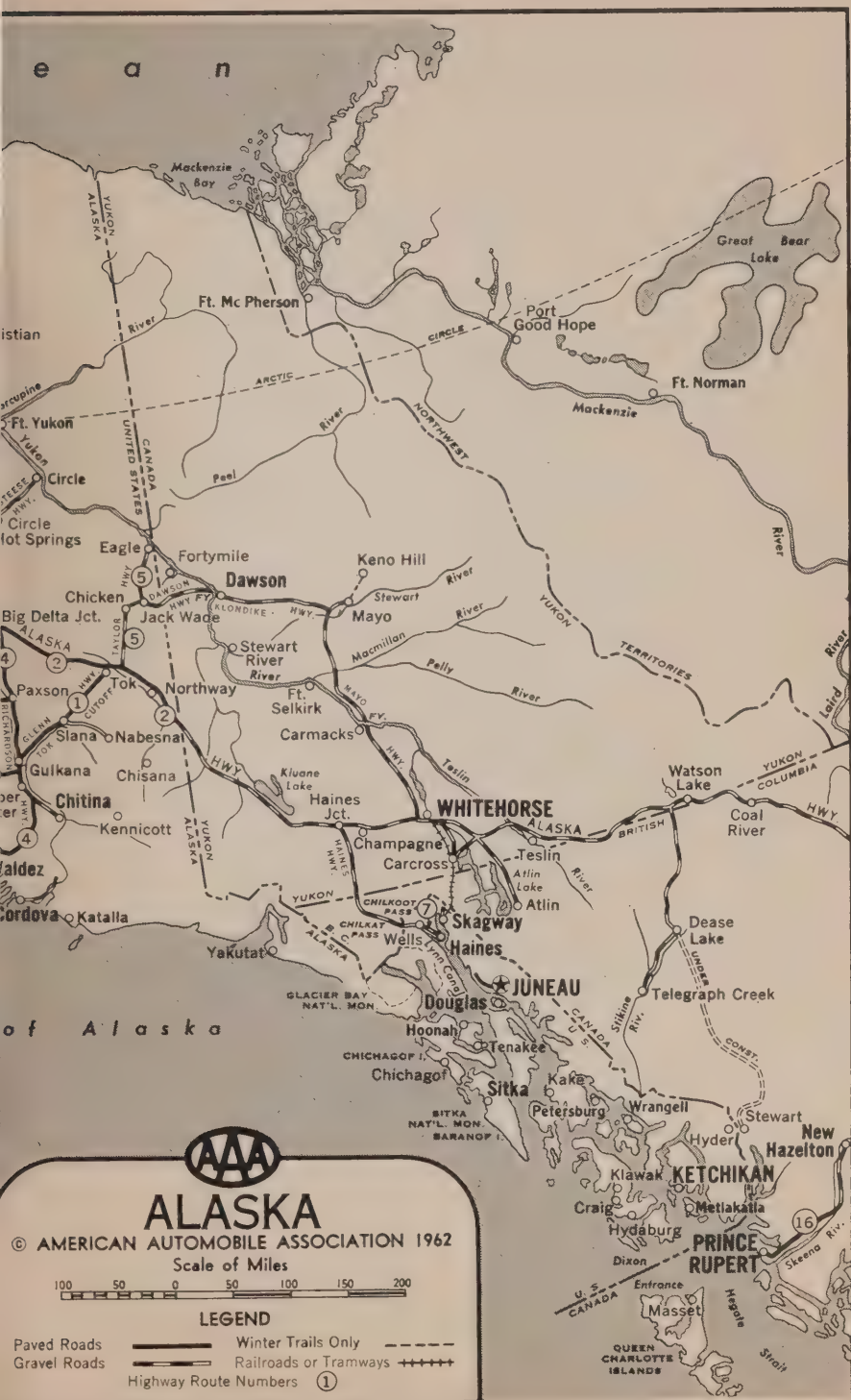
Arctic Alaska, populated almost exclusively by Eskimos, is a region of barren tundra or mountains towering above the Arctic Ocean to the formidable Brooks Mountain Range, which runs from east to west in northern Alaska.

Interior Alaska, between the Alaska and Brooks Range, consists of vast timber-covered lowland and parklands cut by several large river systems. A variety of fur animals, birds and big game roam the area. Its major population center is Fairbanks.

Central Alaska extends from the Alaska Range to the Gulf of Alaska. It is rich in mineral deposits and comprises some three-quarters of the Matanuska Valley, the Copper River Valley, and the Kuskokwim Peninsula.

(Continued on Page 46)





ALASKA—THE STATE *(Continued)*

Warmed by the Japanese Current, the adjacent waters contain salmon, cod, halibut, herring, clams, crabs and shrimp. The city of Anchorage and several ports are in this area.

The Panhandle or Southeastern Alaska is also known as the "Banana Belt," because of its great rainfall and moderate temperatures. Here precipitous mountains rise from the sea to heights above 9,000 feet, isolating this section from Canada on the east. In this area are several natural waterways called "canals," the shores of which are so straight that they almost appear man-made. Two national forests and the capital city of Juneau are in this island-studded section.

The Aleutian Island chain, extending toward the Orient, is a barren, rocky archipelago, inhabited principally by the Aleuts.

Three-fourths of the state is in the North Temperate Zone and only one-fourth is north of the Arctic Slope. Variations in temperature between different sections are extreme with the seasonal variation in the interior most pronounced. In southeastern Alaska there is no great variation between summer and winter temperatures, the yearly average being mild. The annual average of 150 inches of precipitation in the southeastern region around Ketchikan quickly drops to 15 inches or less north of the Alaska Range and steadily decreases to 5 inches on the Arctic Coast.

Travel is unrestricted in Alaska, with the exception of some of the most westward islands of the Aleutian group. Interior and coastal Alaska contain the state's entire highway system, however, all sections which are not connected by highway can be reached by water or by scheduled or chartered planes.

HUNTING and fishing, for different species, are available all year in Alaska. A registered guide must be hired by all nonresidents of Alaska who wish to either hunt or photograph brown, grizzly and polar bear. A guide must also be used when hunting mountain sheep, mountain goat and walrus. Other big game available in season include deer, moose, caribou, reindeer and elk. Waterfowl, grouse, ptarmigan and rabbit may also be taken. All nonresidents of the state of Alaska must secure a hunting license (\$10) before taking any game.

Sport fishing in the lakes and streams and offshore waters of Alaska is popular. Pike, grayling, trout, whitefish, char and salmon abound in these waters. A \$10 fishing license is required of all nonresidents.

Detailed information about seasons, bag limits and other hunting and fishing regulations may be obtained from the Alaska Department of Fish and Game, Subport Building, Juneau, Alaska. Information and regulations for fishing and hunting in the Yukon Territory may be obtained from the Game Department, Whitehorse, Yukon Territory.

In addition to hunting and fishing, visitors to the Nation's largest state will enjoy the spectacular scenery and historic points of interest reminiscent of the Russian occupation and the gold stampede. There are also opportunities for swimming, camping, hiking and mountain climbing.

Winter sports such as skiing, ice skating, dog sledding and ski-joring behind dog teams are becoming increasingly popular in Alaska. Ski enthusiasts will find fine slopes near Anchorage, Juneau, Fairbanks, Cordova and many of the smaller communities.

Alaska, the Land of the Midnight Sun, with its beautiful scenery and its excellent hunting and fishing, is America's last frontier.

Alaska

CITIES AND TOWNS POINTS OF INTEREST ACCOMMODATIONS

ANCHORAGE (pop. 44,237, alt. 114 ft.)

Today a modern skyline characterizes Alaska's largest city, which was established by the Alaska Railroad Bill of 1914 and flourished as a tent town operating base for the construction project. Since 1923, when the first train passed through on its route from Seward to Fairbanks, the growth of Anchorage has been aided by the Matanuska Valley Colonization Project which, in 1935, relocated 200 families from states of the Midwest in the Matanuska farmlands and later by the development of defense facilities during World War II. Sustained interest in polar military strategy provides a high percentage of military population.

Considered the railroad, highway, aerial and business center for western Alaska, the city serves as headquarters for the Alaska Military Command and is the location of offices of many Federal and state agencies. Greater Anchorage supports 5 radio and 2 television stations; 2 theaters; 2 newspapers; 3 hospitals, including the modern Alaska Native Service Hospital; a symphony orchestra, community chorus and little theater; a community college and multi-million dollar high school; and numerous churches and business enterprises. Anchorage Methodist University, a co-educational institution, opened in the fall of 1960. Elmendorf Air Force Base, joint headquarters of the Alaskan Command, and Fort Richardson are northeast of Anchorage.

Adding to the city's cosmopolitan atmosphere is the International Airport, a major link on the commercial route to Asia. Airline facilities are supplemented by Merrill Field, the municipal airport. In summer, the number of float planes on connecting Lakes Hood and Spenard are an estimated 10 percent of all such planes which are under U.S. registry.

Anchorage is on a high bluff overlooking Knik Arm, a branch of Cook Inlet which is famed for tides of 30 to 35 feet. To the northwest are peaks of the Alaska Range and to the northeast, those of the Chugach Mountains. Lake Spenard, southwest of Anchorage via

Spenard Road, is popular for swimming. Lake Hood is linked to it by the Hood Canal.

This is one of the most popular winter sports centers in the state with facilities in or near the city for skiing, ice skating, curling, ice hockey, dog sled racing and ski-joring which combines skiing and dog racing. The Arctic Valley ski center, about 10 miles from the center of Anchorage, has rope tows and warming huts.

Mt. Alyeska Ski Bowl, 32 miles south of Anchorage and 3½ miles east of Girdwood, is one of Alaska's newest and most modern ski areas. It features a 5,800-foot double-chair lift which operates as a summer tourist attraction as well as during the long winter ski season. During the winter a Poma lift and rope tows also provide access to the ski trails. A ski school, day lodge with sun deck and snack bar and rental equipment are available. Lift fare for single trip, \$3; full day \$5.75, children \$4.25; half day \$4.50, children \$3.50.

Dog sled races, Eskimo pageantry and merchantile exhibits are features of the annual Anchorage Fur Rendevious, a week-long festival the latter part of February. The Anchorage Festival of Music, an annual summer event, features the city's large community chorus, local symphony orchestra and guest artists.

Anchorage is the outfitting center for big-game hunting on the Kenai Peninsula and the Rainy Pass region. Most means of transportation are available to the rest of the state and several excursions are offered. On Sundays and holidays the Alaska Railroad runs special trains to fishing spots. Frequent tourist flights are made by Reeve Aleutian Airways to the famed Pribilof (fur seal) Islands during the summer. Northern Consolidated Airlines has flights to Katmai National Monument; Pacific Northern, to Homer and Kodiak. Alaska Airlines offers a Nome-Bering Sea tour and Cordova Airlines, an all-expense excursion to the ghost towns of McCarthy and Kennecott.

Alaska Highway Tours provides a one-day tour of the Matanuska Valley which

(Continued on Next Page)

ANCHORAGE (Continued)

travels through the Chugach Mountains, passes the state's newest hydroelectric project and stops at the Eklutna Indian Village and at Palmer. Another one-day tour includes Elmendorf Air Force Base, facilities of the Alaska Railroad, views of Cook Inlet and Mt. McKinley. Destination of this tour is Portage Glacier. Marine Tours, Inc., offers a combined rail, boat and bus tour, featuring views of Columbia Glacier.

Visitors may obtain information at the Chamber of Commerce log cabin on the City Hall lawn; open daily 9 to 5, Sat. to noon.

HISTORICAL SOCIETY MUSEUM, in the Loussac Library at 5th and F Sts., displays a small, interesting collection of Eskimo and Indian artifacts and clothes and tools of early settlers. Open Mon. through Sat. 10 to 9 all year; Sun. 2 to 6, Sept. through May.

ANCHORAGE LOG CABIN MUSEUM, in the Jonas Brothers store at 5th and G Sts., houses an interesting collection of big-game trophies, mounted animals, birds and fish and Alaska furs. The museum is open only during the regular store hours.

Anchorage-Westward Hotel, 3rd and E Sts. 350 rooms, 320 baths. Single \$10 to \$18, double \$13 to \$22. A well-managed hotel with very good facilities. Comfortable to luxurious rooms and suites; some rental TV. Dining room, coffee shop, cocktail lounge. No pets. Parking. Lower rates for rooms with running water. Phone BRoadway 5-5300.

Anchorage Inn, 9th and D Sts. 21 rooms, 21 baths. Single \$12, double \$16. Pleasant studio efficiencies, no utensils. Combination baths; some rental TV. Connecting units. Free continental breakfast. Phone BRoadway 7-2382.

North Star Motel, 15th & Gambell Sts. 24 rooms, 24 baths. Single \$8, double \$8 to \$11. Pleasant rooms in a good two-story motel with thermostat-controlled heat and tub baths. Cafe. No pets. Phone BRoadway 4-3452.

Traveler's Inn, 7th and Gambell Sts. (P.O. Box 1700.) 52 rooms, 52 baths. Single \$13 to \$25, double \$16 to \$25. A very nice, well-maintained motor hotel. Inviting rooms have telephones and combination baths; some rental TV. Connecting units; 6 efficiencies. Dining room, cocktail lounge; room service. Lower rates Nov. 1 to Apr. 1. Phone BRoadway 5-0201.

Westward Inn, 5th and Gambell Sts. 28 rooms, 28 baths. Single \$14, double \$18. Attractively decorated, nicely furnished rooms in a very good motor hotel with telephones and shower baths; some rental TV. Coffee shop; charcoal broiler; cocktail bar. No pets. Lower rates Sept. 15 to May 15. Phone BRoadway 6-9351.

Chart Room, 3rd and E Sts., in Anchorage-Westward Hotel. Air conditioned. Superb American and continental cuisine very nicely served in a distinctive, tastefully appointed hotel dining room. Dinners about \$3.95 to \$5.35. Open 7 to 11 a.m., 11:30 to 2 and 5:30 to midnight; Sunday 8 a.m. to 1 and 5 to 10 p.m. Cocktail lounge; bar. Phone BRoadway 5-5300.

BARROW (pop. 1,314)

Northernmost settlement in Alaska, Barrow is on the Arctic Ocean near Point Barrow, the most northern land of the North American continent. The huge Arctic ice pack is in evidence here even during the summer when the sun does not go below the horizon for 82 days.

Barrow is considered the largest Eskimo village and the natives follow their traditional ways, stalking polar bears on ocean ice, hunting whales from umiaks and shooting seals and walrus for food and hides. Eskimo handicrafts practiced here include the weaving of baleen baskets, ivory and bone carving, making mukluks and the fashioning of dolls and a native toy which is similar to a yo-yo.

When the first whale of the season is caught, usually in early July, an all-Eskimo feast and celebration is held.

Barrow, accessible by air from Fairbanks, is the site of the Arctic Research Laboratory. The research laboratory is housed in a quonset town that was constructed by the Navy during oil explorations that it conducted in the area between 1944 and 1953.

Nearby are an old village where artifacts are sometimes found and natural ice caves. The Post-Rogers Memorial, 12 miles down the coast, marks the site of the 1935 plane crash of the *Winnie Mae* which killed humorist Will Rogers and his pilot Wiley Post.

CIRCLE

Greatly reduced in size since mining days, Circle is an Indian village on the Yukon River, about 50 miles south of the Arctic Circle.

CIRCLE HOT SPRINGS

ARCTIC CIRCLE HOT SPRINGS, 8 miles off the Steese Highway (No. 6),

southeast of Central, is a resort development on the site of the hot springs discovered in 1893. The unusual gardens here, which are heated by water piped underground from the springs, have produced some of the best vegetables that are grown in Alaska.

Arctic Circle Hot Springs Hotel, Mile 137, Steese Highway. 59 rooms, 12 with baths. Single \$7.50 to \$17.50, double \$8 to \$25. Good accommodations in a rustic resort. Hotel rooms and cabins; baths or running water. Dining room; cocktail lounge. American plan available. Special weekly rates. Hot mineral water indoor and outdoor pools; mineral baths. Gold panning; fishing nearby; ski tow. Trading post. Service station. Closed Oct. and Apr. Phone Fairbanks, GLOBE 6-6555.

COOPER LANDING

Our Point of View Inn, 3½ miles east on Sterling Highway. (P.O. Moose Pass.) 14 units. Single \$5, double \$6.50 to \$9. A hospitable resort on attractive grounds overlooking Kenai Lake. Pleasant lodge rooms and 5 rustic cabins with wood stoves. Dining room open to the public; snack bar. Fishing; tackle shop; rental boats and motors. Heated garage for 3 cars; car plugs.

COPPER CENTER

Once the site of a tent town occupied by miners who had crossed the treacherous Valdez Glacier on their way to the Fairbanks gold fields, Copper Center is now an Indian log cabin village with a school and a well-stocked trading post.

Copper Center Lodge, center, 1 block east of Richardson Highway. 24 rooms, 9 baths. Single \$7, double \$12 to \$14. A pleasant, well-established lodge. Neat, colorful rooms have private or connecting baths; 5 rooms in summer annex, 2 baths. Dining room; bar. Pets allowed. Car plugs. Lower rates for annex rooms. Phone Glennallen, TALBOT 2-3245.

CORDOVA (pop. 1,128)

Carloads of copper ore worth over a million dollars a month passed through this town, which was the terminus of the Copper River and Northwestern Railroad from the famous Kennecott Mines, between 1911 and 1938. The difficulties encountered in construction of the 196-mile railline formed the background for the Rex Beach novel, *The Iron Trail*. The copper camps and railroad are now abandoned. The old roadbed is now being converted into the Copper River Highway, which is expected to be completed in 1965 and will link

Cordova with the Alaska Highway network. Short feeder roads to the river will provide views of Miles and Childs Glaciers, which dump tons of ice into the Copper River.

Reached by air from Juneau or Anchorage, Cordova, lying between Eyak Lake and Orca Bay, has a protected deep-water harbor on picturesque Prince William Sound. The city's economy is based on the fishing industry, one of the state's richest. Four salmon canneries, crab and clam canneries and a cold storage plant are located here.

Hunting for big game is good; fall migratory waterfowl hunting on the Copper River Flats is excellent and fishing for trout and salmon is available. Eyak Lake affords boating, fishing, water skiing and swimming. A fishing derby which is held during the summer and the Iceworm Festival held in February are annual events in Cordova.

DELTA JUNCTION—See *Log of the Alaska Highway*, page 28.

FAIRBANKS (pop. 13,311, alt. 432 ft.)

Huge dredges scoop tons of overburden for ounces of gold where once the sourdough panned, for modern Fairbanks is the leader of the state's gold-mining industry; placer mining and some gold lode mining are done. It is many other things: Alaska's second largest city; northern terminus of one highway, southern of another; aviation, transportation and military center; market for coal produced in the area and for agricultural products from the Tanana Valley.

Lying near the geographical center of Alaska, Fairbanks is northern terminus of the Alaska Railroad and of the Richardson Highway which connects with Valdez and the Glenn Highway (to Anchorage). It is the southern terminus of the Steese Highway, which runs to Circle on the Yukon River, and is the only road leading to the summits which affords an unobstructed view of the midnight sun.

A major commercial aviation center, the city has international service as well as airlines covering most of Alaska. Fort Wainwright, a large cold-weather test field, adjoins Fairbanks; Eielson Air Force Base is 26 miles southeast. During World War II, this area was an important link in the lend-lease airway to Russia.

The Tanana Valley farmlands produce over one-half million dollars worth of

(Continued on Next Page)

FAIRBANKS (Continued)

agricultural products annually, despite a short growing season. Principal crops are potatoes, cabbages (which sometimes weigh up to 50 pounds), broccoli and root vegetables. The Alaska State Fair is held in Fairbanks each year in mid-August.

The Fairbanks Golf and Country Club claims the northernmost golf course in the world. Fairbanks offers winter sports facilities for skating, ice hockey, curling and dog sled racing. About 21 miles from the city are Cleary Summit and Ester Dome offering skiing. Facilities at Cleary Summit include a ski lodge, a T-bar tow and 3 rope tows. Ester Dome's skiing facilities are being developed.

Annual events here include the Fairbanks Winter Carnival, a 4-day celebration in March which features the North American grand championship sled dog races, a baseball game played on snowshoes, a parade and folk and Eskimo dances. The Midnight Sun Baseball Game, beginning at 10 p.m. on June 21, is played without artificial lights. Golden Days, which are held the third weekend in July, commemorate the July 22 gold strike by Felix Pedro in 1902.

Mount McKinley National Park is reached by a 3½-hour railroad trip or by highway. Alaska Highway Tours provides an area trip through the farming and gold-dredging areas and to the Fairbanks Golf and Country Club and University of Alaska. The Tourist Information Booth, Chamber of Commerce Building, 550 First Ave., supplies information about the area.

★**RIVERBOAT EXCURSIONS** on the sternwheeler *Discovery*, docked off Airport Rd. 4 miles west, provide 4-hour trips on the Chena and Tanana Rivers. Passengers may see Indians at work during a stop at an Athabaskan fishing camp; a shipboard demonstration of tanning processes and furs; abandoned miners' and trappers' cabins; evidences of the tremendous cutting action of the Tanana ice pool; and operating "dog salmon" traps along the water's edge. Boat leaves daily, May 30 through Labor Day, at 1:30. Fare \$10, children under 12 half fare; family rates available.

SPECIAL TOURIST FLIGHTS above the Arctic Circle are available during summer months via Wien Alaska Airlines. The Arctic Coast tour includes an overnight stop at the Eskimo town of Kotzebue, meals, ground transportation, skin boat ride, Eskimo dances and a stop at Nome; fare \$130. A 3-day tour with overnight stops at Kotzebue and Nome, \$172.50.

All-expense tour to Point Barrow provides an opportunity to see Eskimo craftsmen and dances and to ride in an "umiak" (weather permitting) and a dog sled. Fare for 2-day tour is \$145; 3-day tour \$172.50. A one-day Yukon Valley tour is available for \$39. Inside Alaska Tours, Inc. offers tours, ranging from one-half to 10 days in length and from \$40 to \$485 in price, to out-of-the-way places such as Minto, Rampart and Fort Yukon. All fares quoted are plus tax.

UNIVERSITY OF ALASKA, northernmost university in the world, and its farm experiment station are at College, 5 miles from Fairbanks. The university's student union building was the scene of Alaska's constitutional convention in 1955 and has since been renamed Constitution Hall in honor of the occasion. The university museum, open daily 9 to 5, contains interesting exhibits of Indian and Eskimo arts and crafts, native animals and historical objects. The Edward Steichen photographic exhibition, "Family of Man," is permanently housed here. The School of Mines features displays of mining equipment and Alaskan ores. The Geophysical Institute here was one of the major centers for the International Geophysical Year. Visitors to Alaska who wish to attend classes at the university's 5-day summer workshop on the anthropology, geology and history of Alaska, held in August, should contact the Registrar, University of Alaska, College, Alaska.

The University of Alaska has affiliated community colleges in Anchorage, Ketchikan, Juneau-Douglas and Palmer.

Cripple Creek Resort, at Milepost 11, Nenana Highway. 37 rooms. Single \$8, double \$10. A unique resort at the restored site of the Ester City gold-mining camp. Neat, comfortable rooms have connecting baths. Mess hall, open to the public, serves family-style meals; saloon; cocktail bar. Gold panning; movies nightly. Pets allowed. Open May 24 to Sept. 15. Telephone GL 6-5434.

Nordale Hotel, 517 2nd Ave. 120 rooms, 50 baths. Single \$10, double \$15 to \$18. Neat comfortable rooms in a good hotel. Elevator. No pets. Lower rates for rooms with running water. Phone GL 2-2105.

El Rancho Motel, 7 miles southeast on Richardson Highway. (P.O. Box 1879.) 18 rooms, 18 baths. Single \$8 to \$10, double \$10 to \$16. Inviting, newer units and small, neat older units in a nicely operated motel. Rental TV; 8 efficiencies. Pets allowed. Open May 15 to Sept. 1. Phone 488-2811.

Traveler's Inn, 8th and Noble Sts. (P.O. Box 1130.) 70 rooms, 70 baths. Single \$14.50 to \$30, double \$19.50 to \$35. A very good motor hotel. Large, inviting rooms are tastefully furnished and have telephones, thermostat-controlled heat and combination baths; some rental TV. Connecting units; 12 efficiencies, no utensils. Coffee shop; cocktail lounge. No pets. Car plugs. Reservations advised at least 2 weeks in advance. Phone GLOBE 6-7722.

PORT YUKON

Temperatures run to extremes in Fort Yukon: Alaska's highest official temperature, 100° F, and its lowest, -78° below zero, were recorded here.

Just north of the Arctic Circle at a point where the Yukon River is almost 3 miles wide, Fort Yukon is reached by air from Fairbanks. Established as a Hudson's Bay Company trading post in 1847, the village was a busy river port for the sternwheelers which carried food and other supplies from St. Michaels on the Bering Sea to the booming gold-rush town of Dawson, Y.T.

At Fort Yukon, an Athabascan Indian village, visitors can see fishwheels in operation and purchase Indian beadwork, native craft work and fine furs.

The post office is popular with visitors who like to mail letters home from north of the Arctic Circle. In the permafrost region where water is a luxury, a shower in summer or bath in winter costs \$1.

GAKONA (pop. 50)

Gakona Lodge, on Glenn Hwy. 9 rooms. Single \$5, double \$9. Central bath. Dining room; family style evening meals. General store; heated garage; gasoline. Airstrip. Phone Glennallen, TALBOT 8-3293.

GLACIER BAY NATIONAL MONUMENT

Blue-white glaciers flow from the lofty, snow-clad peaks of the St. Elias and Fairweather Ranges to fiord-like inlets in Glacier Bay National Monument, one of the most scenic spots in Alaska. This 2,274,595-acre area, second largest administered by the National Park Service, stretches from Cross Sound on the south to the Canadian boundary on the north. Unfortunately it is difficult and expensive to reach, accessible only by charter plane or boat. There are no tourist facilities available in the monument area.

Features of the monument are 20 tremendous glaciers and other lesser ones, Mt. Fairweather, rising to a height of

15,320 feet, and Glacier Bay. The bay, about 50 miles long and from 2½ to 10 miles wide, was filled with ice some 3,000 feet thick as recently as 250 years ago. Along the waterfront glaciers in every stage of development, from actively moving to nearly stagnant, are visible.

Famous Muir Glacier, one of the most active, has a sheer face rising 265 feet above the water and is nearly 2 miles wide. It descends into the bay at the unusually rapid rate of 20 to 30 feet per day. Most of the eight inlets of the bay terminate at similar ice cliffs. As the water undermines the cliffs of ice, large chunks break off, causing huge waves and often loosing drifting bergs.

This area is of great scientific importance as one of the finest exhibits of glacial action, climatic changes and the resulting movements and development of vegetation and wildlife as well as relics of ancient interglacial forests. Experts study the advance and retreat of the glaciers to determine long-range climatic changes. At present, the glaciers are gradually receding with several notable exceptions such as the Grand Pacific Glacier.

Wildlife abounds in the area: it is a haven for bears, rare fur-bearers, mountain goats, whales and porpoises, spawning salmon and many species of waterfowl.

Further information may be obtained from the Superintendent, Sitka and Glacier Bay National Monuments, Box 1781, Juneau, Alaska.

HAINES-PORT CHILKOOT

The twin towns of Haines and Port Chilkoot lie in a spectacular setting on Chilkat Peninsula near the northern end of Lynn Canal between Rainbow Glacier and the mountains. The port serves as the outlet for the Porcupine gold-mining district of Alaska and the Rainy Hollow copper area in British Columbia. Haines is also the southern terminus of the oil pipeline to Fairbanks built by Army Engineers at a cost of \$30,000,000.

A new ferry system from Prince Rupert, B.C., to Haines is scheduled to begin operation in late 1962. This will enable tourists to connect with the Alaska Highway via the Haines Highway.

The area is highly mineralized, with deposits of titanium and high-grade iron ore now under development. Fishing and lumbering are the chief economic factors. Agricultural products are vegetables and

(Continued on Next Page)

HAINES-PORT CHILKOOT (Continued)

fine strawberries. A strawberry festival is held in July and features berry-eating contests, old-fashioned costumes and dances.

Interesting drives in the vicinity include Chilkoot Lake Road and Mud Bay Road. Chilkoot Lake Road passes a pump station and the beginning of the pipeline, the dock and an abandoned Indian village; it crosses the Chilkoot River Bridge where, in season, salmon may be seen swimming upstream, and ends at a campsite on Lake Chilkoot. Mud Bay Road passes an abandoned Indian village and Pyramid Harbor. Across the inlet, opposite Pyramid Island, a ghost town which was the base of the Old Dalton Trail may be seen. Salmon boats may be seen here, in season, and visitors may watch operations at the Haines Packing cannery. Further on, at Paradise Cove, Davidson and the hanging Rainbow glaciers may be seen. Birchdale Park offers picnicking and camping, small fee. The road crosses the peninsula to fishing spots along Mud Bay.

Sports fishing and hunting are excellent; campgrounds are available. Nearby are a Klukwan Indian village and the ghost town of Porcupine. Tours, including visits in Indian villages and with early settlers and through the early Dalton Trail country, accessible only with a guide, are available from here.

At the workshop of Alaska Youth, Inc., a non-profit organization housed in a building in Old Fort Seward, visitors are welcome during regular working hours. Here Indians use original Thlingit methods to create carvings, dance masks, spears and other items.

OLD FORT SEWARD, the Army's original Alaska post, was purchased recently and the owners are converting the old buildings into facilities for tourists.

CHILKAT DANCES, performed by young Thlingit Indians in elaborate costumes, are staged at the barracks building in Old Fort Seward at 7:30 p.m. from May to Oct. when tourist ships are in port. Admission \$1; ages 12 to 18, 50¢; children under age 6 are admitted free.

BLUE STAR CRUISES provide interesting round-trip passenger transportation to Skagway. The boat accommodates 30 passengers and has overnight facilities for 10 persons. Cruises leave Port Chilkoot daily, May 30 through Labor Day, at 3 and lay over in Skagway whenever the Days of '98 shows are presented. Round-trip fare \$10 plus tax; children 6 to 12 half fare; under 6 free.

SHELDON MUSEUM contains a private collection of Indian and gold rush curiosities and early correspondence and weapons. The museum may be visited on application at the information center-craft shop at the ferry dock.

Hotel Halsingland, Port Chilkoot, paragon ground. (P.O. Box 158.) 60 rooms, 10 baths. Single \$7 to \$8, double \$12 to \$14. Pleasant, comfortable rooms in a nicely maintained inn; private or connecting baths. Family-style dining room. Parking. Lower rates for rooms without bath. Lower rates before May 1 and after Oct. Open Mar. 1 to Dec. 1. Phone 766-2811.

HOMER (pop. 1,247)

On Kachemak Bay, Homer is the terminus of the Sterling Highway. Across the bay is a panoramic view of mountains partially covered by glaciers. The town is in an area devoted to commercial fishing, gardening and some beef and sheep raising. The grazing season is from 6 to 7 months long. Homer's deepwater, ice free port receives cargo freighters and barges.

Homer Spit, a narrow sand bar, projects into the mouth of the bay. From the airport here, planes are available for hunting and fishing expeditions and daily service connects Homer with the rest of Alaska. In summer, small boat launching facilities are available from the end of the spit. Operations of the plants located here, which commercially process salmon and King Crab, may be viewed. A wild berry cannery may also be visited.

Clam digging, sport fishing and berry picking are popular in the summer. In winter there are fine ski runs and ski tows. Ice fishing on several large lakes in the vicinity attracts many fishermen.

Scenic bush flights by charter plane offer fine views of the bay, cattle country, open coal seams and the vast glacial formations of the extensive Harding Ice Field to the south. Charter boats cruise the bay where porpoises, whales and seals are often seen.

Land's End Resort, 6½ miles south at end of road on Homer Spit. 19 rooms, 2 private baths. Single \$3, double \$8. A rustic fishing resort with a friendly atmosphere. Varied accommodations in plain rooms for two persons and in dormitory rooms. Four rooms accommodating up to four persons. \$12.50 to \$20. Coffee shop; cocktail lounge. Fishing; tackle shop; rental boats and motors. No pets. Lower rates for rooms without running water. Open May 30 to Labor Day. Reservations advised. Phone CEDA 2-2456.

porpoise Room, 3 miles northwest on Sterling Hwy. A pleasant restaurant serving good food. Dinners about \$2.95 to \$6. Open 7 a.m. to midnight. Cocktail lounge. Small, modest motel rooms, \$10 to \$12 double. Phone 235-8780.

JNEAU (pop. 6,797)

Practically shoved into the Gastineau Channel by dominating, snow-capped mountains, Juneau, although short on space, is beautifully situated. The city, shadowed by Mt. Juneau and Mt. Roberts on the Inside Passage, is the capital city of Alaska and the seat of Federal agencies.

When Joe Juneau and Richard Harris discovered gold here in 1880, they started the first gold rush in American Alaska and, within a few months a colony of 100 miners had settled on the city's present site. Gold mining stopped here in 1944, although old mine installations dot the sheer mountain wall above the city and miles of shafts honeycomb the mountain. The Alaska-Juneau and Treadwell gold mines, adjacent to this modern city, produced more than 20,000 tons of ore daily when they were in operation. There is still low-grade gold here, but the price of gold and the cost of extracting it makes it impractical to mine.

In 1900, Juneau was made the official capital of the Territory of Alaska, although the government offices did not actually move from Sitka until 1906. Today state and Federal government still provides the mainstay of this busy Panhandle trading center's economy, although commercial fishing, principally for halibut and salmon, and lumbering are also major industries. *The Alaska Sportsman*, a nationally circulated magazine, is published in the city.

Directly opposite Juneau across the Gastineau Channel Bridge is Douglas, which shared prominence in gold rush days and is now a residential suburb.

North of Juneau are Auke Bay and Tee Harbor, famous for king and silver salmon fishing. Boats for fishing or sightseeing may be chartered through hotels or the harbor master of the small boat harbor at Douglas Bridge. Near the city hiking trails, varying in length and difficulty, lead to other fishing spots, as well as to scenic mountain areas, to old mines and to points near Mendenhall Glacier.

In winter skiing is available at the Douglas Ski Bowl across the bridge on Douglas Island. Here a sno-cat (\$2 round trip) takes skiers 3 miles from the road to the slopes. Two rope tows transport skiers to the upper levels. The U. S. Forest Serv-

ice maintains shelters in this area. Within Juneau is the Evergreen Ski Bowl; in summer tennis and swimming are available.

The major annual event in Juneau is the Golden North Salmon Derby, usually held in late July. Most businesses close during the three-day contest when visitors and residents angle for giant salmon. Juneau's July 4th celebration is highlighted by a midnight display of fireworks.

Steamship lines offer service between Juneau and Vancouver, B. C., in summer. Visitors may also reach the city by air from other cities within Alaska and outside. In the capital city buses, taxis, sightseeing tours and rental cars are readily available. During the summer persons driving the Alaska Highway can reach Juneau by taking the Haines Highway from Mile 1016 on the Alaska Highway, 160 miles south to the port of Haines. A ferry, operating from mid-May to November, carries cars and passengers between Haines and Juneau. For further information, write: State Division of Highways, Box 1361, Juneau, Alaska.

★**ALASKA HISTORICAL LIBRARY AND MUSEUM**, in the Capitol at 4th and Seward Sts., houses the Neuman Eskimo exhibit; mineral, marine and wildlife displays; fine art; pioneer relics; and representative Alaskan Indian artifacts, outstanding of which are the Thlingit and Haida totems, tribal house screens carved by the Thlingits and examples of intricate Attu basketry made by the Aleuts. The library contains 13,000 volumes, files of all newspapers published in Alaska since its early days and the Wickersham collection of Alaskan, dating from 1724 to 1924. Open Mon. through Fri. 8:30 to noon and 1 to 5; additional hours when cruise ships are in port. Free.

MENDENHALL GLACIER, 13 miles from Juneau via Glacier Highway and Loop and Mendenhall Rds., is an impressive river of blue ice, 12 miles long and almost a mile wide. Of interest is the raw glacier moraine and remnants of a long-buried forest now exposed by the receding ice. Steep trails on either side of the glacier afford views of the ice mass and its deep crevasses. The road reaches the east corner of the glacier. Ice skating is available in winter on Mendenhall Lake. The U.S. Forest Service maintains an observatory at the east corner of the glacier. Displays explaining the glacier are featured. Open daily; free.

Bus tours, lasting 2½ hours, circle points of interest in Juneau and at Auke

(Continued on Next Page)

JUNEAU (*Continued*)

Lake visit the log Chapel-by-the-Lake, the window-wall altar of which overlooks Mendenhall Glacier. May through Sept. tours leave Baranof Hotel at 8:30 and 3:15. Fare \$6.50, children under 12 half fare.

JUNEAU ICE CAP FLIGHTS, available by charter in clear weather, offer spectacular views of the ice field where seven glaciers meet in the mountain tops. Minimum of two persons accepted for half-hour flight; \$10 each.

Baranof Hotel, 2nd and Franklin Sts. (P.O. Box 2571.) 134 rooms, 134 baths. Single \$13.50 to \$35, double \$18 to \$50. Well-furnished rooms in a modern hotel; 34 apartments with kitchens rent by month. Coffee shop; dining lounge; bar. Entertainment and dancing. Phone JUNEau 6-2660.

Taku Glacier Lodge, 22 miles northeast on Taku River by plane. (P.O. Box 2261.) 18 rooms, 8 with baths. American plan, \$20 per person. A restful fishing resort in a picturesque, isolated area. Pleasant, rustic log cabins and comfortable motel units. Dining room. Fishing, guides, rental boats and motors. Open May 20 to Sept. 10. Radiophone.

Tongass Lodge, on Excursion Inlet, 40 miles northwest by plane. 30 rooms. Central baths, 2 private baths. American plan, \$21 per person. A northwoods sportsman's resort. Dining room; cocktail lounge. Guided hunting and fishing trips; scenic boat tours. Swimming; tennis. Pets allowed. Open May 30 to Labor Day. Radiophone.

KATMAI NATIONAL MONUMENT

In 1912 one of the greatest volcanic explosions in recorded history turned a nameless green valley on the southern shore of the Alaska Peninsula into the "Valley of Ten Thousand Smokes." Dust rising from the vicinity of Novarupta Volcano formed a thin haze over much of the world that summer. Katmai National Monument embraces 2,697,590 acres, the largest area administered by the National Park Service.

For more than 45 years the eruption was attributed to Mount Katmai; thus the name, Katmai National Monument. Recent studies by the United States Geological Survey indicate that the source of the 1912 eruption was actually Novarupta Volcano, some 6 miles from Mt. Katmai. During the eruption of Novarupta numerous fissures opened in the earth's crust permitting vast amounts of incandescent

volcanic material to flow onto the earth's surface.

Although the monument is an outstanding exhibit of volcanism, it also is noted for its superlative scenery and wildlife. One of the more interesting features is the mountain-encircled Valley of Ten Thousand Smokes. Less than a dozen large fumaroles remain active in the valley, but at times many lesser steam columns can be seen. As the area continues to cool, the number and activity of the smokes decreases. By air, it is possible to see the jade-green lake in the crater of Mount Katmai and to circle over Mount Trident, about 4 miles southwest of Mount Katmai, which produced lava flows in 1953, 1957, 1958 and 1960.

Waterfowl and fish are abundant here; the most prominent mammal is the Alaska brown bear. This animal, weighing from 1,000 to 1,800 pounds, is the largest carnivore in the world.

Camping is permitted upon receipt of a fire permit from the park ranger or the superintendent, Mount McKinley National Park. Limited food supplies are available at Brooks River Camp.

Northern Consolidated Airlines, Inc., operates two summer fishing camps within the monument, at Naknek Lake and Lake Grosvenor. Information and reservations are available from Northern Consolidated Airlines, Anchorage.

Commercial airlines service King Salmon, 35 miles from Brooks River Camp. Bush planes may be chartered.

A park ranger is on duty from about June 1 to September 15. He has headquarters near the mouth of Brooks River on Naknek Lake. Address inquiries to the Superintendent, Mount McKinley National Park, Alaska.

KENAI

The oldest settlement on the Alaska mainland, Kenai was established by Russian fur traders in 1791 at the mouth of the Kenai River on Cook Inlet. Called Fort Saint Nicholas by the Russians, the town, until 1953, grew under a policy of "squatters rights." As a result, the small, somewhat weathered frame buildings are scattered along irregular dirt streets. Now connected by a 10-mile spur to the Sterling Highway, Kenai's supplies no longer need to arrive by dog sled in winter and barge in summer as they did until 1947.

The town is the closest settlement to the state's most promising oil development fields.

Commercial fishing here extends from about late June to late August. During this period, visitors can see set-net fishing on the beach a few miles above town, visit the Kenai Packers cannery at Kenai, or take the mail boat across the river to the Libby cannery. During late June and early July, hundreds of drift fishing boats may be seen at the river mouth or in the inlet for the salmon season.

At the airport, north edge of Kenai, planes may be chartered for hunting or fishing trips. Car rentals are available.

The Russian Orthodox Church, built in 1894, is still used for services. Visitors may see the interior by contacting a member of the church board (ask a local resident); an offering for the church restoration will be appreciated.

Spur Motel, ½ mile north on main highway. (P.O. Box 308.) 18 units, 18 baths. Single \$8 to \$9, double \$10 to \$14. Best available accommodations. Well-kept rooms have shower baths. Phone 283-7557.

KETCHIKAN (pop. 6,483)

Stretching along protected waterways, Ketchikan's streets and buildings scale the mountainside. Dockside activity is intense during the salmon run and the city is colorful with the influx of fishermen and a fleet of 2,000 fishing vessels.

On Revillagigedo Island, separated from the Alaskan mainland by the one-mile Behm Canal, Ketchikan is an industrial city and claims to be the salmon center of the world. Commercial fishing for salmon, halibut, black cod and herring, operation of salmon canneries and a thriving pulp and lumber production industry form the basis of the city's economy. Alaska's first pulp mill, constructed at a cost of nearly \$60,000,000 and covering 53 acres, is at Ward Cove, 6 miles north. There are also many logging camps and a lumber mill in the city. There is a uranium mine on Prince of Wales Island to the west and there are prospects of iron and copper mines nearby.

Sports fishing is good in the vicinity for salmon and trout. Harbors provide protected moorage for over 1,000 small boats. Fishermen may rent boats and outboard motors for from \$8 to \$15 per day or charter cruisers for 4 to 8 passengers for \$75 to \$150 per day; contact Ketchikan Yacht Club. Hunting parties outfit here and charter planes are available.

Many totem poles (their stories are read from top to bottom) are in Saxman

Park about 2 miles from the city. At Totom Bight, 11 miles away, totem poles and a ceremonial house may be seen. From August to October at the falls of Ketchikan Creek, salmon may be seen climbing the fish ladder. Visitors are welcome at the fish hatchery, canneries and pulp mill.

KING SALMON DERBY is usually held from April through July. Weekly prizes are awarded for the largest entry. Derby Days, a separate 4-day contest, is usually in late May or early June and the prizes awarded exceed \$10,000.

Ingersoll Hotel, Front and Mission Sts. 59 rooms, 46 with baths. Single \$9 to \$10, double \$12 to \$14. Nicely furnished rooms in a well-operated hotel. Elevator. Coffee shop; cocktail lounge. No pets. Lower rates for rooms with half bath or running water. Phone CAnal 5-2124.

KODIAK (pop. 2,628)

Onion domes on its Orthodox Church are reminiscent of Kodiak as headquarters of the Russian Empire in the north Pacific. On St. Paul Harbor, the city was settled by Russian fur traders in 1763. The oldest settlement in Alaska, many of its population are descendants of Russian trappers, Scandinavian navigators and Aleuts.

World-famous among hunters, Kodiak Island is the habitat of the huge Kodiak or Alaska brown bear, largest of the world's carnivores. Excellent outfitters and guides conduct hunting parties inland. Information on the current hunting regulations may be obtained from the Alaska Department of Fish and Game, Subport Building, Juneau, Alaska.

The U. S. Naval Operating Base, headquarters of the Alaskan Sea Frontier and the 17th Naval District, is here. Salmon and King Crab fishing and canning are the main industries, although there are a few small cattle ranches on the island. In good weather cruiser trips to the Cape Chiniak sea lion rookeries are available. Kodiak is reached by air from Anchorage or Seattle.

The eastern portion of Kodiak Island is heavily forested; to the west the land is barren and open. Roads are virtually nonexistent and travel is by boat or amphibian plane. Small cannery villages are found along the inlets and coves.

The King Crab Festival is held the first weekend in May. A prize is awarded for the largest crab caught and activities include crab shaking contests and scuba diving for King crab.

(Continued on Next Page)

KODIAK (Continued)

Kodiak Hotel, (P.O. Box 1397.) 30 rooms, 15 with baths. Single \$5 to \$7, double \$6 to \$10. Four central baths. Phone 456-5144.

KOTZEBUE (pop. 1,290)

Opinions of non-Eskimos vary on the relative merits of muktuk. Whether or not the skin and blubber of the beluga whale tastes more like fermented chestnuts than it does coconut meat may easily be tested at Kotzebue. Other delicacies found here are Arctic shee fish, reindeer stew and the state's famous sourdough hotcakes.

Fifty miles north of the Arctic Circle on the edge of Kotzebue Sound, an arm of the Chukchi Sea, the settlement sees the sun rise each June 3 and remain above the horizon for 36 days. June 21 is the mid-summer celebration, an Eskimo festival featuring blanket tossing, feasting and dancing.

During a two-week period between mid-May and mid-June, there is a spectacular ice break-up. In the wake of this there is good fishing for Arctic shee. This is also the period when the beluga whale is caught. The Eskimos utilize the entire animal which is from 15 to 17 feet long and averages about 100 pounds a foot in weight.

The settlement, which is reached by air from Fairbanks, is headquarters during March and April for polar bear and wolf hunters.

On a treeless tundra, Kotzebue is the second largest Eskimo village in Alaska and has a summer population of about 1,000. Each summer, natives from Diomed Island come here and produce fine carved ivory. Articles of carved jade and furs are also available.

Kayak demonstrations, native dances and oomiak and dog sled rides provide summer activity for the visitor. Kayak races, blanket tossing, dance contests to the beat of sealskin hoop drums and the awarding of prizes for the beluga whale derby are a part of July 4 festivities here.

Arrangements may be made for bush flights which pass over reindeer and caribou herds, sand dunes and a jade mountain. Planes may also be chartered for trips to the Kobuk River, where there is fine fishing. Catches in the area include Arctic pike, grayling and trout.

MOUNT MCKINLEY NATIONAL PARK

Primitive, wild and breathtakingly beautiful is this area of 3,030 square miles in south central Alaska which comprises Mount McKinley National Park. The mag-

nificent mountain country holds spectacular views—quiet lakes, snow-capped peaks and vari-colored tundra—for those who make this most remote of the national parks their destination.

Besides Mount McKinley, highest peak in North America, there are Mounts Foraker (17,400 ft.), Silverthrone (13,220 ft.) and Russell (11,670 ft.) in the park.

Glaciers in the park are also of interest. Herron Glacier on Mount Foraker, Peters Glacier which encircles the northwest end of Mount McKinley and Muldrow Glacier are northern flowing. Muldrow, largest park glacier, stretches from between Mount McKinley's twin peaks to within a few miles of the park road; it may be seen from the Eielson Visitor Center. These are not products of the Ice Age, but are created on the slopes of the Alaska Range which are exposed to the humid winds from the Pacific Ocean.

Among the more than 120 species of birds and 35 or more kinds of mammals who make their homes here are the willow ptarmigan, white sheep and the caribou, which are not found in any other national park. Eggs of the surf bird and the wandering tattler have been found here and nowhere else in the world. The Alaska moose and grizzly bear are also interesting inhabitants.

The chief evergreen growing in the park is white spruce, with some cottonwood, quaking aspen, white birch and willow also seen. Dwarf birch, dull green in summer but flaming scarlet and orange with the coming of fall grows in thickets along the lower mountain slopes. Low, boggy meadows are the habitat of the stunted, twisted black spruce. The deep-blue forget-me-not (the State flower), blue larkspur, blue and pink chiming bell, white and pink pyrolas, yellow arctic poppy and white dryas are native to the park.

Above the river valleys, forests of white spruce give way to vast stretches of wet tundra supporting shrubby plants and sometimes underlain with permafrost. At the higher elevations a dry, matlike alpine tundra covers the well-drained ridges and valleys.

Mount McKinley—Reaching 20,320 feet above sea level, Mount McKinley was known to the early Tanana Indians as Denali, "the high one." The mountain has two peaks, South Peak, the true summit, and 2 miles away, the North Peak which has an elevation of 19,470 feet. The upper two-thirds of the mountain is enveloped in snow throughout the year.

Mount McKinley rises nearly 17,000 feet above the surrounding country and above 6,000 feet it is covered by snow and ice.

Alaskan sourdoughs pioneered the Muldrow Glacier Route in 1910, making the first successful ascent of the North Peak. In 1913, the summit of the South Peak was attained. The mountain remains a goal of expert climbers.

Excellent views of Mount McKinley are obtainable along the park road. The glass-enclosed exhibit room of the Eielson Visitor Center offers a fine vantage point for seeing Mount McKinley and Muldrow Glacier. Weather conditions are quite variable and sometimes Mount McKinley and other peaks in the Alaska Range are obscured by clouds for several consecutive days. The mountain is not visible from the park hotel.

General Information—There are 93 miles of gravel surfaced roads in and accessible from the park and 20 miles of trails for hiking. The Denali Highway, a 156-mile gravel road opened in August 1957, connects the park road with the Richardson Highway, making the park accessible for private automobiles. Visitors can transport their automobiles to the park by train from Seward, Anchorage or Fairbanks. Planes may be chartered from Anchorage or Fairbanks to the park. Gasoline and some supplies can be purchased at the park hotel service station-store.

Daily bus tours to Eielson Visitor Center, 65 miles west overlooking Muldrow Glacier, are available. The 8-hour trip to Eielson is sponsored by the Mount McKinley National Park Co.; fare \$15 plus tax, including lunch. A 12-hour tour to Wonder Lake, 25 miles beyond Eielson, is available for \$20 plus tax, including lunch. Limousines with drivers are available for \$12.50 per hour plus tax.

Naturalist talks are presented at the Eielson Visitor Center during the day and at the hotel in the evening. In the Park Headquarters area conducted trips and illustrated information programs are scheduled daily. Information on activities is available from Park Headquarters, ranger stations, the Entrance Station and Eielson Visitor Center.

Visitors should not feed, disturb or molest wildlife; all firearms must be sealed at the park entrance station before proceeding into the park. Only those streams free of glacial silt are good for fishing. The chief catch in these streams is Arctic grayling. Mackinaw trout can be caught in Wonder Lake. No license is required within

the park; daily limit is 10 fish or 10 pounds and one fish, except only 2 Mackinaw may be taken.

The official park season is June 1 to September 15. Temperatures throughout these months may vary from 30 to 80 degrees, with the mean 24-hour temperatures for June, July and August being 52, 54 and 50 degrees. Daylight generally lasts more than 18 hours in summer. In mid-September, snows may block the low passes of the park road.

PETS are permitted in the park only if they are on leash, crated or otherwise physically restricted at all times. Dogs may be excluded entirely from areas specified by the park superintendent.

ADDRESS inquiries to Superintendent, Mount McKinley National Park, McKinley Park, Alaska.

Accommodations—Within the park limits is the McKinley Park Hotel, owned by the Government and leased as a private concession. The hotel serves as an informal headquarters for most tourist activities in the park. Rangers present various talks, slide shows and movies at or near the hotel. Also close by are the post office, railroad station and the only gasoline, oil and groceries in the park.

Campgrounds near Savage River and Wonder Lake are equipped with tables, fireplaces, running water and sanitary facilities. Five additional campgrounds with more limited facilities are conveniently spaced along the park road. The motorist should have all the supplies he will need and a tent and camping equipment. A camp stove should be included, as firewood is scarce. Persons expecting to camp away from the road or outside established campgrounds must stop at park headquarters for a fire permit.

CAMP DENALI, 2 miles north of Wonder Lake in the center of the northland wilderness, is about 90 miles from park headquarters. The rustic camp, preserving an atmosphere typical of the north, is primarily for vacationists. Tent-cabins, a lodge, dining rooms and cabins for American plan guests are available. Special all-expense vacations are offered. For information write Camp Denali, McKinley Park, Alaska. (Between Sept. 15 and June 1, address P.O. Box 526, College, Alaska.)

Mount McKinley Park Hotel, on Park Highway, 7 miles inside entrance gate. 81 rooms, 54 with baths. Single \$11, double \$17.

(Continued on Next Page)

MOUNT MCKINLEY NATIONAL PARK (Continued)

Comfortable, well-kept rooms in a nicely maintained hotel. Dining room open 7:30 to 10 a.m., 11:30 to 2:30 and 5:30 to 8:30 p.m.; room service during meal hours. Cocktail lounge. Recreation room; dancing. Tennis; fishing. Gas station; store. Landing strip; fuel. No pets. Lower rates for rooms with running water. Open late May to mid-Sept. Reservations advised; off-season address, Mt. McKinley National Park Co., 312 Valley National Bldg., Tucson, Ariz. Checkout 11:30 a.m. Phone Healy, 220.

NAPTOWNE

Brown's Motel, center, on Sterling Highway. (P.O. Box 5, Sterling.) 4 rooms, 4 baths. Single \$5, double \$10. Attractive modern units have shower baths. Four efficiencies. Pets allowed. Trailer facilities. Checkout 10 a.m.

NENANA (pop. 286)

Speculation over one minute of each year focuses the attention of all Alaska on this small transshipping point on the Tanana River. Thousands of Alaskans try guessing the exact day, hour and minute of the ice breakup on the river in the famous and traditional Nenana Ice Pool sweepstakes each spring. In the past several years the ice has moved as early as April 20 and as late as May 16. The stakes often amount to \$150,000. A gravel road now extends from Fairbanks to a point just across the river from Nenana. As yet, the river can only be crossed during the winter. Another road leads to Clear, a missile detection site.

Freight is transferred at Nenana from rail carriers to the steamers which serve the Yukon River system.

NINILCHIK

A relic of early Russian colonization, this fishing village on the shores of Cook Inlet was probably settled in the 1820's. The original Russian Orthodox Church is still in use. In season, there is excellent salmon fishing in nearby streams and clam digging is a popular pastime. A new small boat harbor is available. Guides are available for moose and bear hunting.

NOME (pop. 2,316)

Gold on the beaches and benches at Nome lured thousands in 1898; the gold rush camp boasted a population of 20,000. Today's visitor may still pan for gold here and, if successful, find himself the possessor of gold dust. Placer mining is still

carried on and one of the world's largest gold dredges is nearby.

The area's history inspired the Rex Beach novel, *The Spoilers*, and a tri-weekly reminder of boom days is the newspaper, *Nome Nugget*, which was established in 1899.

Native arts and crafts are an important industry in Nome, the judicial and commercial center for northwestern Alaska. Natives from King Island, famed for ivory carving, gather in Nome during summer to fish, sell their handiwork and barter for winter supplies. Other products of Eskimo craftsmen in the city include footwear, dolls, drums and boat models.

On the Seward Peninsula, Nome is the main supply center for the adjacent mining districts and native villages. Steamers carrying freight use the harbor from about June to October. The city is accessible by plane from Anchorage or Fairbanks.

Bush aircraft serve the entire area and charter planes are available for trips to various islands. Other interesting excursions include a bus trip to the gold fields and early day mining camps.

In April, Nome's dog team sweepstakes draw entries from a wide area. June 20 to 22 is the Midnight Sun Festival and July 4 is the date of an Eskimo celebration.

Good fishing is found in several areas close to the city and hunting trips may be arranged; guides and equipment available. Polar bear, oogrük (hair seal), walrus and seal are taken in the vicinity.

North Star Hotel, Front St. (P.O. Box 101.) 13 rooms, 13 baths. Per person, \$8.50. A modern hotel with attractive rooms. Very good dining room; bar. Lower rates Oct. 1 to May 1. All rooms are double and guests are requested to share rooms in main season. Phone 443-2355.

PALMER (pop. 1,181)

Peaks of the Chugach and Talkeetna Mountains rise above lush pastures and truck farms in the fertile Matanuska Valley—an area where cabbages weighing up to 50 pounds are raised. Dairy products, vegetables, grain, berries, eggs and chickens are the products of the area. Only 600 acres were cleared in 1935 when the federal government sponsored a rural cooperative community of 202 families from the northern midwestern states; some 13,000 acres are now in pasture and crops. Population estimates indicate a population of more than 5,000 permanent settlers, about a fifth of which are in Palmer, valley headquarters. The Matanuska Valley

was completely electrified by one of the first Rural Electrification Administration co-ops in the state.

Farmers and rural organizations exhibit their prize livestock and equipment during a 4-day fair, held Labor Day weekend. Another event, Colony Days, is in late May. To the east and north of Palmer are open-mining areas.

Palmer is the site of the headquarters and laboratory of the Alaska Agricultural Experiment Station. Visitors are welcome to the Matanuska Experimental Farm, 4 miles from town. Headquarters of the Alaska Soil Conservation Service and the State Department of Agriculture are here.

Interesting side trips may be made to the Willow Creek mining district, once famous for gold, and to many popular fishing spots including Lakes Lucille, Wasilla, Louise and Big Lake. The area also affords good hunting for moose, bear and other game. Skiing and ice skating opportunities are available for winter visitors. Camp and picnic grounds, located near lakes or streams, are found throughout the valley area.

Lake George is formed each year near the headwaters of the Knik River, which flows through the valley. Knik Glacier moves across the canyon, jamming the river and creating an unusual self-dumping lake. Pressure increases until the water breaks through the tongue of the glacier and surges down the river in July or August. Flights over the lake are available.

The Frontier Museum, scheduled to open in mid-1962, will feature artifacts of the pre-1900 and colonial periods.

Matanuska Hotel, center, on Valley St. (P.O. Box 1822.) 42 rooms, 42 baths. Single \$6, double \$9 to \$10. Fair, best available rates. Modest rooms. Coffee shop open 24 hours, cocktail bar. Phone Pioneer 4-1110.

PAXSON

Paxson Lodge, Mile 135.5, Richardson Highway, at junction with Demaff Highway. 19 rooms, 19 baths. Single \$10, double \$14. A modern, two-story motor hotel. Pleasant rooms have thermostat-controlled heat and hot or shower buns. Connecting stairs. Rooms at old lodge across the highway not recommended. Open 24 hours, cocktail bar and lounge. Service station. Lower rates Dec. 1 to Mar. 31.

PETERSBURG pop. 1,502

Dozens of fishing boatsocking in the harbor apply. Petersburg, a shrimp and

logging center on Miraf Island at the head of picturesque Wrangell Narrows. This harbor city, at the base of huge snow-capped mountains, is reached by air.

Commercial catches are halibut, salmon, trout, herring, crabs and shrimp. The salmon and shellfish canneries and two cold storage plants welcome visitors.

A hydroelectric plant recently completed at Blind Slough provides power for the city and its industries.

The world's record 126-lb-pound king salmon and 16-pound chum salmon are on display here and 12 miles away on Miraf Highway. Visitors may see the Fall Creek Fish Ladder. The nearby Experimental Fur Farm shows developments in Alaskan fur farming. Sandy Beach Recreation Area is 14 miles from town by a roadwalk across the marshes.

Each May a Norwegian celebration pays tribute to the heritage of a large number of Petersburg residents.

Le Conte Glacier, accessible by charter boat or plane, is an active tidewater glacier which discharges icebergs.

Petersburg is an jumping point for hunters who fly to the interior by bush planes for brown bear, moose, mountain goats, Sitka deer and waterfowl in season. Bears are available for fishing tags.

SELDOVIA pop. 460

On the southwestern shore of Kachemak Bay, Seldovia is the only landlocked harbor between Seward and Anchorage which can accommodate seagoing vessels. The settlement's economy is based on fishing, agriculture and its position as the distribution point for Cook Inlet rivers.

SEWARD pop. 1,397

More than 40 years ago a race was run to the top of pyramid-like Mt. Marathon, 5,000-foot backdrop of Seward. Since then the marathon has become a famous July 4th occurrence with extensive prizes. The record time for the ascent and descent is 53 minutes, 56 seconds. Hazy sign-seers may climb the pyramidal peak overlooking the city at a more leisurely rate.

Another well-known event is the Seward Silver Salmon Derby, held on two August weekends, which attracts as many as 1,500 visitors. There is an entry fee of \$5 a day or \$10 for the 4 days.

Named for William H. Seward, negotiator for the purchase of Alaska, Seward is an ice-free port in a setting of great beauty. At the northeast end of Resur-

Continued on Next Page

SEWARD (Continued)

rection Bay, it is virtually surrounded by high rugged mountains and icefields. From here the railroad to the interior was started; completed in 1923, Seward is the ocean terminal for the Alaska Railroad. Several ships a week dock here in the summer.

Three shrimp canneries in Seward welcome visitors when the plants are operating.

Charter boats, carrying 10 to 12 passengers for fishing or sightseeing, are available for about \$100 a day. Whales, porpoises and seals are often seen in the bay. From the airport, guides are available for fishing and hunting trips.

New Seward Hotel, 217 5th Ave. 40 rooms, 12 with baths. Single \$8, double \$14. Comfortable, well-kept rooms. Lower rates for rooms with connecting baths or running water. No pets. Phone CASTle 4-5517.

Murphy Motel, ¾ miles north, 1 block east of Anchorage-Seward Highway. 6 rooms, 6 baths. Single \$7, double \$9 to \$12. Pleasant, nicely kept rooms have combination baths. Pets accepted. Phone CASTle 4-5650.

New Seward Motel, 1½ miles north on Anchorage-Seward Highway. (P.O. Box 246.) 11 rooms, 11 baths. Single \$8, double \$12 to \$14. Attractive rooms have thermostat-controlled heat and combination baths. No pets. Phone CASTle 4-5518.

SITKA (pop. 3,237)

On October 18, 1867, a small group watched the "last frontier" open when, with an exchange of flags, Sitka, capital of Russian America, became the first capital of the District of Alaska.

The city was founded in 1799 when Alexander Baranof established a fur-trading outpost here and later secured the site in bloody conflict with the Sitka Indians. The town, called New Archangel by the Russians, developed into a trading center and was the site of foundries where, it is said, bells were cast for California missions. Early in the Russian occupation the use of the Indian name, Sitka, came into use and, by 1867, was used in preference to the Russian name. It was the capital until 1906.

Surrounded by high peaks and small wooded islands, Sitka is a fishing port and a lumber and pulp center on the west coast of Baranof Island. A large pulp mill is in operation near Sitka. The city is accessible by plane.

Across Sitka Sound, Mt. Edgecumbe, an extinct, snow-capped volcano, dominates

the harbor. The peak has been compared to Japan's Mount Fujiyama. On Japonski Island, the Alaska Native Service operates an educational and medical center.

An Alaska Day Festival is held each year on October 18 and features a kangaroo court, costume parade and historical pageant. The origin of the term "hooch" is attributed to the town's early days when the Indians distilled from molasses an explosive mixture which was known as hoochinoo.

ALASKA PIONEERS' HOME occupies the site of the Russian and American parade grounds. It provides a home for early settlers and has landscaped grounds on which is a statue of a prospector.

BARANOF'S CASTLE, a barren rise of ground overlooking the harbor, is accessible by stairs from opposite the Alaska's Pioneers' Home. This was the site of Baranof's dwelling and of the lowering of the Russian flag and raising of the American flag in 1867.

CATHEDRAL OF ST. MICHAEL, an 1848 Russian church, is used for regular services. The custodian will open the church to show visitors the beautiful and valuable icons, art treasures and historic religious objects. The ancient wooden church, with its spire and onion-shaped domes, is in the form of a cross.

SHELDON JACKSON JUNIOR COLLEGE AND MUSEUM is the oldest school in Alaska, founded in 1895. The museum houses an interesting display of Eskimo and Indian artifacts and mementoes of Russian occupation. Exhibits include tools and utensils in wood, bone and ivory, skins, sleds, kayaks and ceremonial masks. Visitors admitted upon application at the college; admission 25c.

OLD RUSSIAN CEMETERY, located at the edge of town, contains tombstones dating from 1799. Descendants of some of the families whose names appear on the tombstones still live in Sitka.

Sitka Hotel, 10 Lincoln St. 68 rooms, 39 with baths. Single \$9 to \$10, double \$12 to \$14. Comfortable rooms in a well-maintained hotel. Coffee shop. Pets allowed. Lower rates for rooms with running water. Reservations advised. Phone 7-3288.

SITKA NATIONAL MONUMENT

Eighteen totem poles of the finest native craftsmanship people a dense forest of Sitka spruce and western hemlock in this 54-acre monument. On the west shore of Baranof Island in southeastern Alaska,

Sitka National Monument also contains a recently excavated portion of the original Sitka Fort, the site of the last stand of the Sitka tribe against the Russian intruders.

"Fog Women," most famous of the totems, stands on the site of the Sitka fort. This Haida totem is 59 feet high and has more carved figures than any other Alaska totem pole. The totem poles in the monument are not those of the Sitkas, who painted their family totems over the doors of their houses, but, with the exception of one from a Tsimshian Village, are from the old villages of the Haida Indians. The totems were created to record family and tribal history and were not used as objects of worship by the Indians. The monument is reached by road from Sitka. Address inquiries to the Superintendent, Sitka and Glacier Bay National Monuments, Box 1781, Juneau, Alaska.

SKAGWAY (pop. 659)

This ice-free port at the head of the Lynn Canal on the Inland Passage witnessed hordes of prospectors disembark in 1898 to begin their quests for gold in the Klondike. The prospectors proceeded west to Dyea, now a ghost town, where they began their arduous hike across the dangerous Chilcoot Pass. Eventually the narrow gauge White Pass & Yukon Railroad was built between Skagway and Whitehorse. The railroad still operates in this scenic area, providing a beautiful trip (see *Whitehorse*, page 24) for passengers and transporting freight into the Yukon and bring ore products back to the ships waiting in Skagway.

The town still retains many of the outward appearances of the lusty gold rush days when the notorious outlaw, "Soapy" Smith, and Frank Reid, who represented Skagway's outraged citizenry, shot it out in a battle that cost both men their lives. Today minerals are shipped out of the Yukon interior and foodstuffs enter via the same water and rail routes which were used in the gold rush days.

A stop on many of the summer cruises of the Inland Passage, Skagway is the northern terminus of the Alaska State Ferry System which is scheduled to begin operations in September 1962. The ferry will connect Skagway with Haines, Juneau and Prince Rupert, B.C. A railroad connects Skagway with the Alaska Highway via Carcross, Y. T.

Sightseeing tours include the ghost town of Dyea, "Soapy" Smith's grave, Reid's Falls, flower gardens and Skyline Trail,

leading from Dyea to Sheep Camp at the foot of Chilcoot Pass.

Fishing tackle and boat rental service is available for visitors who wish to fish for salmon, halibut and Dolly Varden trout, all of which are found in the waters near Skagway.

Events of interest include the Salmon Derby, lasting from June to Labor Day; boat races on the Lynn Canal between Skagway and Haines on July 4th weekend; and Sourdough Days, a 3-day celebration Labor Day weekend honoring Skagway's Canadian neighbors.

★**DAYS OF '98 SHOW**, presented at the Eagle's Hall, includes public dancing, gambling with bogus money furnished at the door and a kangaroo court. Stage shows feature a cancan line, songs popular during the Klondike gold rush and a pantomime of Robert W. Service's poem, "The Shooting of Dan McGrew." Shows begin at 7:30 p.m. whenever cruise ships are in port, about 4 nights a week from early May to mid-Sept. Admission \$1.

TRAIL OF '98 MUSEUM, between 7th and 8th Ave. on Spring St., features exhibits pertaining to Alaskan history and native cultures. A Thlinget war canoe, photographs, documents of early days in Skagway, gold rush relics and native artifacts are shown. Open in summer, daily 3 to 5 and 7 to 9; admission 50c.

(Continued on Next Page)



Alaska Div. of Tourism

*Skilled Alaskan hands fashion
an Eskimo skin drum.*

SKAGWAY (Continued)

Golden North Hotel, 3rd and Broadway. 40 rooms, 23 with baths. Single \$8, double \$14. A colorful, historic hotel. Comfortable rooms, most with gold rush period furnishings. Dining room. Lower rates for rooms without bath. Open May 1 to Sept. 31. Checkout 11 a.m. Phone YUkon 3-2214.

Sourdough Inn, 3rd and Broadway. 26 rooms, 8 with baths. Single \$7, double \$14. Modern, studio-type rooms in a good hotel; private or connecting baths. Coffee shop. Phone YUkon 3-2211.

TETLIN JUNCTION—See *Log of the Alaska Highway*, page 28.

TOK—See *Log of the Alaska Highway*, page 28.

VALDEZ (pop. 555)

Called the "Switzerland of Alaska," Valdez is ringed by snow-capped mountains. The state's northernmost ice-free port, it lies on Valdez Arm, a deep fiord on the rugged coast of Prince William Sound.

Coast terminus of the Richardson Highway, Valdez is a trucking, fishing and mining center and a distribution point for adjacent mining and fur-farming areas.

Valdez came into being in 1898 as an outfitting point for miners taking the hazardous pack trail over Valdez Glacier to the gold fields. One-half mile east of the main street a gravel road extends 8 miles from Mineral Creek to Valdez Glacier. The site of the original settlement is marked along this road and gold panning in nearby creeks may still yield a nugget.

The new Valdez landing strip lies just off the road and offers daily scheduled service. A small boat harbor and launching area lies between the city dock and cannery dock; rental boats are available.

Thompson Pass, 26 miles from Valdez, offers a fine view of the surrounding area. Keystone Canyon, where scenic Bridal Veil and Horsetail Falls drop from the canyon rim, and Worthington Glacier are accessible from town.

★**COLUMBIA GLACIER EXCURSIONS**

on the yacht *Gypsy* leave from the city small boat dock. The boat travels down the Valdez Arm, a fiord rimmed by snow-capped mountains, and enters Prince William Sound, dotted with islands and icebergs, enroute to Columbia Glacier. The glacier, 2 miles wide at the water's edge, rises 450 feet above the surface of the sound. Blasts from the boat's horn cause large chunks of the glacier to fall, creating new icebergs. The 7-hour trip departs daily,

late May to early Sept., at 8 a.m. Fare, including lunch, \$20 plus tax; children under 12 half fare.

SILVER SALMON DERBY, a month-long event ending on Labor Day, awards prizes to \$2,000 for the heaviest salmon caught, weekly prizes for men's and women's classes and a monthly \$1,000 grand prize. Entry fee is \$5 a week, \$15 a month.

Hotel Valdez, 419 McKinley St. (P.O. Box 205.) 35 rooms, 13 with baths. Single \$8, double \$12. Modest to pleasant rooms in a colorful hotel; 2 two-room units. Lower rates for rooms without bath. Phone Terminal 5-2801.

Port Valdez Motel, 202 McKinley St. (P.O. Box 443.) 9 rooms, 9 baths. Single \$12, double \$12. Cheerful, very pleasant rooms in a nice motel with thermostat-controlled heat and shower baths. Open Apr. 1 to Nov. 1. Phone Terminal 5-2661.

WRANGELL (pop. 1,315)

Grotesquely carved totem poles are an interesting feature of Wrangell, an out-fitting center, past and present. Founded in 1834, it served the gold rushes of 1883 and 1898. Today's big game hunters and sport fishermen equip here.

A center of mining, timber and fishing industries, Wrangell is in southeastern Alaska near the rich Canadian Cassiar area.

SHAKES' ISLAND, in Wrangell Harbor, has Totem poles, some 300 years old, and many ancient carvings in the tribal house of the Bear. The house is opened for each tourist boat and an Indian carver explains the legends and carvings of the Totem poles.

STIKINE RIVER TRIPS take visitors 163 miles through a rugged wilderness of mountains, canyons and glaciers to Telegraph Creek, a British Columbia frontier outpost and mining camp. From Telegraph Creek visitors can take automobile trips across the Tahltan lava beds, to the mineral and game-rich Cassiar district and to Dease Lake. Operating from mid-May to mid-Sept., the 4-day round trip leaves Wrangell on Mon. Fare \$90 plus tax; children 5 to 12 half fare; under 5 quarter fare. One way trips and car transportation also available. For additional information and reservations write the Ritchie Transportation Co., Wrangell, Alaska.

Thunderbird Hotel, Front St. 15 rooms, 15 baths. Single \$8, double \$12. Attractive, very pleasant rooms in a well-operated hotel. Pets allowed. Phone 222.

Index to Cities and Towns

Anchorage	21	
Barrow	22	
Beat	20	
Beav	11	
Burw	20	
Cach	11	
Can		Park, Alaska 58
Cha	41, 60	
Chit	60	
Circ	42, 60	
Circ	60	
Coo	36, 60	
Cop	35, 40, 61	
Cor	11	
Daw	61	
Daw	11	
Delt	11	
Dez	11	
Eag	61	
Edm	34, 41, 61	
Fair	62	
Fort	62	it, Alaska ...
Fort	63	
Fort	41	
Gak	11	
Girdwood	20	B.C.
Glacier Bay Alaska	20	
Glennallen,	18	
Gulkana Ju	23	
Haines Jun	28	ca
Haines-Port	28, 42	
Homer, Al	20	
Hope, B.C.	39, 64	
Juneau, Ala	11	
Katmai Natio	22	
Kenai, Alaska	11	
Ketchikan, Alaska	57	Whitehorse, Y.T.
Kodiak, Alaska	57	Wonowon, B.C.
Kotzebue, Alaska	58	Wrangell, Alaska



0 1620 0340 0601

FOR MEMBERS ONLY

This book has been produced as an exclusive service for members of the 750 motor clubs and branches which comprise the American Automobile Association. Copies are not for sale but are given freely as part of the travel service program available only through AAA membership.

The AAA has tried to foresee any difficulties you might encounter on your northland adventure. A field representative of the AAA has traveled these roads, inspected accommodations and restaurants and explored this scenic area and its tourist attractions.

We hope that we have helped make your trip the most enjoyable event of the year.

On your return we should be glad to learn of your experiences and observations which may contribute to better AAA service to more than 7,000,000 of your fellow members.



**AMERICAN
AUTOMOBILE
ASSOCIATION**

Washington, D. C.